



CITY OF
BAINBRIDGE ISLAND

**PLANNING COMMISSION SPECIAL MEETING
THURSDAY, JULY 28, 2022**

COUNCIL CHAMBERS
280 MADISON AVENUE NORTH
BAINBRIDGE ISLAND, WA

AND

ZOOM WEBINAR
[HTTPS://BAINBRIDGEWA.ZOOM.US/J/97340072620](https://bainbridgewa.zoom.us/j/97340072620)

OR ONE TAP MOBILE :

US: +12532158782,,97340072620# OR +13462487799,,97340072620#

OR TELEPHONE:

DIAL(FOR HIGHER QUALITY, DIAL A NUMBER BASED ON YOUR CURRENT LOCATION):
US: +1 253 215 8782 OR +1 346 248 7799 OR +1 720 707 2699 OR +1 646 558 8656 OR +1 301 715 8592

OR +1 312 626 6799

WEBINAR ID: 973 4007 2620

AGENDA

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

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

2. MEETING MINUTES - 6:05 PM

Review and approve meeting minutes.

2.a (6:05PM) July 14, 2022 Draft Meeting Minutes
[DRAFTMINUTES.pdf](#)

3. PUBLIC COMMENT - 6:10 PM

4. PUBLIC PARTICIPATION MEETING, THE INN AT PLEASANT BEACH VILLAGE (6:15 PM)

- 4.a **(6:15 PM) Public Participation Meeting- Inn at Pleasant Beach Village PLN52185 PRE** 45 Minutes
Site Plan for public participation meeting submitted 7.12.2022.pdf
PLN52185 PRE Inn at Pleasant Beach Village preapplication summary letter_project description updated 05092022 and 05262022.pdf
PLN52185 PRE PW-DE Comments - Inn at PBV (SPR).pdf
Project Narrative.pdf
Rendering.pdf

5. **PUBLIC PARTICIPATION MEETING, BAKER HILL 7 (7:00 PM)**

- 5.a **(7:00 PM) Baker Hill 7 Public Participation Meeting** 45 Minutes
Conceptual Design (revised) with trails 20JUL2022.pdf
Project Narrative.pdf
Baker Hill 7 preapp letter.pdf

6. **NEW BUSINESS - (7:45 PM)**

- 6.a **(7:45 PM) Ordinance No. 2022-14 related to Electric Vehicle Charging Zoning Code Amendments**
45 Minutes
EV Ready Code Discussion - Slides.pdf
Ordinance_No._2022-14_EV_Parking.docx
EV Ready Code Examples from Local Communities.docx

7. **PLANNING DIRECTOR'S REPORT - (8:30 PM)**

8. **FOR THE GOOD OF THE ORDER - (8:35 PM)**

9. **ADJOURNMENT - (8:40 PM)**

GUIDING PRINCIPLES

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

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

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

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

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

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

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

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



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

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



CITY OF
BAINBRIDGE ISLAND

Planning Commission Special Meeting Agenda Bill

MEETING DATE: July 28, 2022

ESTIMATED TIME:

AGENDA ITEM: (6:05PM) July 14, 2022 Draft Meeting Minutes

SUMMARY: draft meeting minutes from July 14, 2022

AGENDA CATEGORY: Minutes

PROPOSED BY: Planning & Community Development

RECOMMENDED MOTION: I move to approve the draft July 14, 2022 meeting minutes

STRATEGIC PRIORITY:

FISCAL IMPACT:

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

BACKGROUND:

ATTACHMENTS:

[DRAFTMINUTES.pdf](#)

FISCAL DETAILS:

Fund Name(s):

Coding:



PLANNING COMMISSION SPECIAL MEETING
July 14, 2022
Meeting Minutes

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

Vice Chair Mathews called the meeting to order at 6:00 PM. Commissioners in attendance were Sarah Blossom, Benjamin Deines, Sean Sullivan, Peter Schaab and Ariel Birtley. Commissioner Yesh Subramanian was absent and excused. Planning Staff in attendance: Planning Director Patricia Charnas, Planning Manager HB Harper and Senior Planner Kelly Tayara.

Maria Dozeman, Administrative Specialist, monitored the recording and prepared the minutes.

2) RECOGNITION OF OUTGOING COMMISSIONERS

Commissioners Macchio and Chester were recognized for their service to the Planning Commission.

3) MEETING MINUTES

3.a Draft Minutes (June 9, 2022 Meeting) plus recorded motion

[Cover Page](#)

[DraftMinutesWithRecordedMotion.pdf](#)

Motion: I move to approve the June 9, 2022 meeting minutes

Birtley/Deines

Motion passed unanimously

4) PUBLIC COMMENT

Mary Claire Kirsten thanked Lisa Macchio for her service.

Ron Peltier, thanked Commissioners Macchio and Chester for their service.

Jim Hallbrook, thanked Commissioner Macchio for her service.

5) PLANNING DIRECTOR'S REPORT

Patty Charnas introduced Planning Manager HB Harper and announced fee increases that will go into effect September 1, 2022. Permit intake hours will be increased in August. Shoreline Management Program review will be restarted.

6) PUBLIC PARTICIPATION MEETING - NEW BROOKLYN GARDENS

6.a New Brooklyn Gardens Public Participation Meeting

[Cover Page](#)

[New Brooklyn Gardens Conceptual Design.pdf](#)

The Public Participation Meeting was opened at 6:27 PM. Opening remarks were provided by Ashley Mathews. Senior Planner Kelly Tayara introduced the project.

Shauna Decker, architect, presented the project.

Public Comment

Cortney Herten expressed concern about the scale of the project and traffic.

The PPM closed at 7:22 PM

7) FOR THE GOOD OF THE ORDER

Commissioners Sullivan and Schaab introduced themselves. Vice Chair Mathews introduced an upcoming Pre-Application meeting on August 2 that requires Commissioner support.

8) ADJOURNMENT - 8:00 PM

The meeting adjourned at 7:25 PM

DRAFT



CITY OF
BAINBRIDGE ISLAND

Planning Commission Special Meeting Agenda Bill

MEETING DATE: July 28, 2022

ESTIMATED TIME: 45 Minutes

AGENDA ITEM: (6:15 PM) Public Participation Meeting- Inn at Pleasant Beach Village PLN52185 PRE

AGENDA CATEGORY: Discussion

PROPOSED BY: Ellen Fairleigh

**PREVIOUS PLANNING COMMISSION
REVIEW DATE(S):** N/A

PREVIOUS COUCIL REVIEW DATE(S): N/A

RECOMMENDED MOTION:
Presentation and Discussion

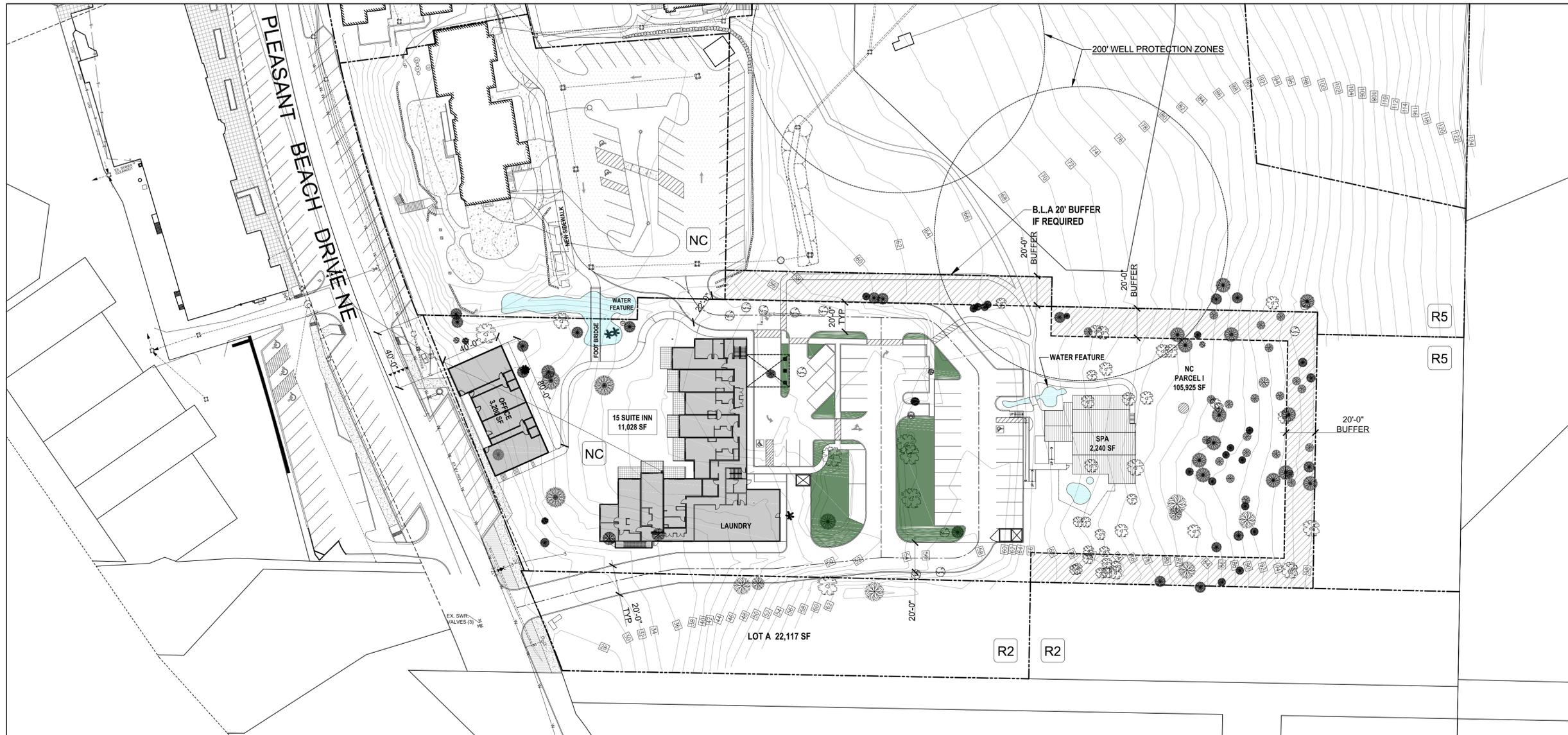
SUMMARY:

This project proposes a 15-suite inn, an office, and a spa at 4500 Pleasant Beach Dr. NE.

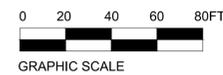
A pre-application conference was held with City staff on April 12, 2022. A Conceptual Review with the Design Review Board was held on June 21, 2022.

BACKGROUND: A public participation meeting (PPM) is a requirement for an application for major site plan review in accordance with the Bainbridge Island Municipal Code (BIMC) 2.16.040.D.

ATTACHMENTS:



A-1 **SITE PLAN**
SCALE: 1" = 40'



BUILDING AREA	
SITE AREA	105,925.00 SF
BUILDING AREA	16,468.00 SF (15.54% COVERAGE)

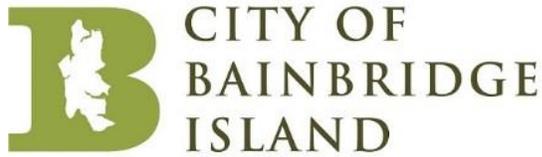
PROPOSED SOUTH INN @ PLEASANT BEACH VILLAGE

7/12/2022



**RICHARD LAWSON
ARCHITECT**

7065 N.E. 163rd ST. Kenmore, WA 98028
425-483-2102
rwl@rwlson.com



May 9, 2022 (updated to include detailed project description & (5/26) correct footprint of office bldg..)

Richard W. Lawson, Agent
 7065 NE 163rd Street
 Kenmore, WA 98028
 Sent via email: rwlawson@comcast.net
 Property owner email: ggustafson@windermere.com

Dear Applicant:

Thank you for meeting with City staff on April 12, 2022 to discuss the proposal to construct a 15-suite inn, a two-story office building with a footprint of approximately 3200 sq.ft., a spa located on the east side of the project with a footprint of approximately 2240 sq.ft., and an exterior pool area of 1500 sq.ft. on Pleasant Beach Drive. A summary of the land use review process, applicable Bainbridge Island Municipal Code (BIMC) regulations, comments from reviewers, fees, submittal requirements, and next steps is provided below.

General Information
Pre-Application Conference Date: April 12, 2022
Project Name and Number: Inn at Pleasant Beach Village PLN52185 PRE
Project Description: Construction of a 15-suite inn, office building, and spa
Project Address: 4500 Pleasant Beach Drive NE
Tax Parcel Number(s): 042402-1-002-2008 & 042402-1-006-2004
Tax Parcel Size: Approximately 2.98 acres (both parcels)
Zoning/Comp Plan Designation: Neighborhood Ctr. (NC) & R-2/Neighborhood Ctr. & Residential-2
Planning Contact: Ellen Fairleigh
Development Engineer: Paul Nylund

Land Use Review Process
Applications Required
BIMC 2.16.040.B.1.a: A site plan and design review is required for the new construction of a nonresidential building or other structure.
The project will require a major site plan review in accordance with BIMC 2.16.040.C.2.
Review and Approval Process:
<ul style="list-style-type: none"> • Preapplication Conference: April 12, 2022 • Conceptual Review- Design Review Board: TDB • Public Participation Meeting: TBD

280 Madison Avenue North
 Bainbridge Island, Washington 98110-1812
www.bainbridgewa.gov
 206.842.7633



- Design Guidance Review- Design Review Board: TBD
- Final Design Review and Recommendation- Design Review Board: TBD
- Site Plan Review (major) application submittal
- Review by Kitsap Public Health District (KPHD) and Bainbridge Island Fire Dept. (BIFD)
- City staff review
- Planning Commission Review and Recommendation
- Director Decision

Fees*:

Site Plan Review (major): \$8586.00

Kitsap Public Health District (KPHD) review fee (separate review fee paid directly to KPHD)

*Please note that [Resolution 2022-06](#) approved increased fees for development permits effective September 1, 2022.

For submittal requirements for all meetings with the Design Review Board (DRB) please reference the Appendix of the City’s Design Review Manual- [Design for Bainbridge](#)

Submittal requirements for Site Plan Review application: [Administrative Manual](#) p. 23 Site Plan and Design Review

Other required permits: Building permits and separate sign permits

Approval Body

Administrative Decision (Director)

Review and Recommendation

Design Review Board
 Planning Commission
 Kitsap Public Health District
 Bainbridge Island Fire Department
 Planning Division
 Development Engineer
 Building Division

Bainbridge Island Municipal Code Requirements

BIMC 2.16 – Land Use Review Procedures

Review procedures for a Site Plan Review are outlined in [BIMC 2.16.040](#)

BIMC 16.04 – Environmental Policy

The project is subject to the State Environmental Policy Act (SEPA) review as provided in Washington Administrative Code (WAC 197-11-800).

- A complete SEPA checklist is required at the time of application submittal.

BIMC 16.20 – Critical Areas

The eastern portion of the subject parcels contains a mapped erosion hazard area, and the parcels also contain mapped 15-39% slopes. In accordance with BIMC 16.20.130, an erosion hazard is a geologically hazardous area. A geological hazards assessment is required for all projects in geologically hazardous areas.

BIMC 16.20.100 Aquifer recharge areas

Any proposed development or activity requiring a site assessment review (SAR) pursuant to Chapters [15.19](#) and [15.20](#) BIMC located within the R-0.4, R-1 or R-2 zoning designations requires designation of an Aquifer Recharge Protection Area (ARPA).

BIMC 18.09 – Use Regulations

The proposed development includes two abutting parcels owned by the applicant. The northern subject parcel is zoned Neighborhood Center (NC) and the southern subject parcel is zoned Residential 2 (R-2). All of the proposed uses are proposed to be constructed on the northern subject parcel zoned NC, and the southern parcel zoned R-2 is to be used primarily for access.

“Inn” is a permitted use in the NC zoning district.

“Personal Service” and “Professional Services” are permitted uses in the NC zoning district.

BIMC 18.36.030 Definitions

“Inn” means a building or group of buildings containing up to 15 guest rooms, where, for compensation, lodging is provided for transient visitors. An inn may contain a kitchen and/or dining room for serving meals to its guests. Individual rooms may include a bar-type sink and under-counter refrigerator but may not include a full sink, full-sized refrigerator or cooking range. An inn is not a hotel, motel or bed and breakfast lodging as defined and regulated elsewhere in this title.

“Personal service” means an establishment that provides on-site service(s) in a nonoffice environment including, but not limited to, beauty shops, shoe repair, laundry, dry cleaning services, animal grooming parlor and tanning salons. Auto repair and body shops are not included under this definition.

“Professional service” means a business or agency that provides services in an office environment and includes, but is not limited to, legal services, counseling services, real estate offices, financial services, insurance services, massage therapy, acupuncture, medical, and dental offices. Professional service does not include a health care clinic, such as a hospital.

BIMC 18.12 – Dimensional Standards

Lot Coverage: 35%

Front Yard Setback: 0 ft. min., 20 ft. max. from any street, planned right-of-way, or road easement unless otherwise provided under special planning area provisions

Side Yard Setback: 0 ft. when property abuts another NC zone; 15 ft. when property abuts a residential zone

Rear Yard Setback: 0 ft. when property abuts another NC zone; 15 ft. when property abuts a residential zone

The properties are subject to a front setback from Pleasant Beach Dr. NE and from City right-of-way to the south of parcel 042402-1-006-2004.

Max Building Height: 35 ft.

Bonus Height for nonresidential uses with Major Conditional Use Permit: 45 ft.

In accordance with BIMC 18.03.060.F: Applicability to Combinations of Platted Lots or Parcels. If a property owner owns two or more contiguous parcels or lots and wants to have the land use code applied to them as a single unit, rather than individually, the owner must complete a replat or boundary line adjustment as described in BIMC Title 2. Except as otherwise noted, the land use code will be applied to each lot or parcel individually.

BIMC 18.15 – Development Standards and Guidelines

BIMC 18.15.010.A.2.i: In the NC district, the intent is to incorporate landscape standards that support pedestrian scale neighborhood uses compatible with the intensity of the surrounding residential neighborhood; to minimize the impact of lighting, noise and views of surface parking areas; and to provide a buffer between higher and lower intensity uses.

Table 18.15.010-1: Landscape Requirements by Zone District

Significant Tree and Tree Stand Retention:

BIMC 18.15.010.C.1.b: Trees and tree stands located in the perimeter areas required to be landscaped shall be retained and protected.

Perimeter Landscape:

In accordance with BIMC Table 18.15.010-3, a 20 ft. wide (15 ft. minimum) full screen perimeter landscape buffer is required in the NC district when abutting a residential zoning district, including multi-family.

A full screen perimeter buffer is required where the NC zoned subject parcel abuts R-5 zoning to the north and east, and also where the NC zoned subject parcel abuts R-2 zoning to the south. Perimeter buffers must be applied on the subject parcel. The submitted site plan appears to depict perimeter buffers applied on abutting properties rather than on the subject parcels.

Roadside Buffer: Not required

Parking Lot Landscaping: The intent of parking lot landscaping is to screen views of parking lots. To provide shade and visual relief within parking lots, to limit impacts of impervious surfaces and to reinforce safe pedestrian access to buildings.

BIMC 18.15.010.F.1:

Requirements for Parking Lots Not Abutting Public Rights-of-Way.

- i. One tree for every eight parking stalls; and
- ii. One hundred percent of the trees may be deciduous; and
- iii. Deciduous trees minimum two-inch caliper, evergreen trees minimum four feet height at the time of planting; and
- iv. Evergreen ground cover and/or shrubs planted and spaced to achieve total coverage within two years; and
- v. A landscaped area at the end of parking aisles.

Standards.

- i. Maintain shrubs at a maximum three feet height within parking lots so views between vehicles and pedestrians will not be blocked.
- ii. Landscape in planting islands or strips shall have an area of at least 100 square feet and with a narrow dimension of not less than five feet if wheel stops are provided to prevent vehicle overhang. A narrow dimension of not less than eight feet may be provided if the vehicle overhang area is included in the planting area.
- iii. Provide permanent curbs or wheel stops to protect the plantings.
- iv. Significant trees and tree stands may be used in lieu of new landscape requirements if they are in addition to the significant tree and tree stand retention requirements.
- v. Clustering of new plant material within parking lots may be approved or required by the director if the intent of this section is met.
- vi. Refer to the landscape materials matrix in the administrative manual for tree species appropriate for parking lots.

Total Site Tree Unit Requirements:

BIMC 18.15.010.G4.a.ii: In the NC district and for permitted nonresidential development in the R-2 district the development parcel shall have at least 40 tree units per acre following the proposed development or redevelopment.

OR

BIMC 18.15.010.G4.a.iv: The development parcel will contain at least the same number of tree units after the proposed development or redevelopment as it had before that development or redevelopment.

- Identify and survey all existing trees to be retained.
- Identify the species and DBH of each tree to be removed.
- The applicant shall submit valuation of all trees to be retained using the valuation standards of the International Society of Arboriculture.
- Please note that existing and new trees in perimeter buffers do not count towards the tree unit requirements.

Planting Requirements

BIMC 18.15.010.H.2:

Areas not devoted to landscape, parking, structures and other site improvements are encouraged to be planted or remain in existing vegetation.

New tree plantings shall be a minimum of two inches in caliper if deciduous or six feet in height if evergreen.

Irrigation

BIMC 18.15.010.I: Applies to new planting areas that do not have high soil moisture conditions.

Maintenance

BIMC 18.15.010.J: All new landscape plantings and significant trees and tree stands to be retained shall be maintained to preserve the Island's forested character.

BIMC 18.15.020 Parking and Loading

Table 18.15.020-1:

Retail, commercial and personal service in a building with 1,000 square feet of floor area or more:
4 spaces per 1,000 square feet of floor area

For motels/hotels, inns, and bed and breakfasts: 1 space for each sleeping room

Application submittal materials shall clearly demonstrate how the parking requirement for each specific use is being met on site.

General Requirements:

When a new commercial or mixed-use 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 or electric vehicle charging station.

Location of Spaces:

All parking spaces and driving aisles serving adjacent parking spaces, except those serving single-family residences, shall not be located within required front, rear or side setbacks.

BIMC 18.15.030 Mobility and Access

BIMC 18.15.030.B. Bicycle Facilities. The following requirements apply to multifamily and nonresidential developments.

All parking facilities shall contain bicycle parking facilities that allow secure locking of both the frame and wheels of a bicycle. One bicycle space shall be provided for every five parking spaces with a minimum of four spaces provided for each parking lot.

BIMC 18.15.040 Outdoor Lighting

BIMC 18.15.040.D: All outdoor lighting fixtures and accent lighting shall be designed installed, located and maintained such that there is no light trespass. Outdoor fixtures and accent lighting must be shielded and aimed downward.

BIMC 18.18.030– Design Standards and Guidelines

All development subject to design review shall comply with the requirements of the Bainbridge Island design review standards and guidelines, “Design for Bainbridge.” In the event of a conflict between two or more design standards or regulations, the Bainbridge Island design review standards and guidelines, “Design for Bainbridge,” shall apply.

BIMC 20.04 – City Fire Code

The project shall comply with all applicable provisions of the adopted Fire Code.

Department/Agency Comments

Development Engineer Comment:

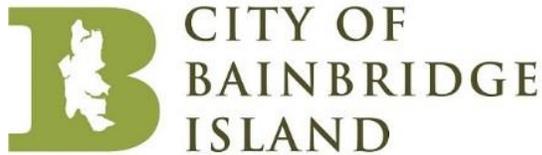
Paul Nylund has provided the attached comments and can be reached at (206)780-3783 or pnylund@bainbridgewa.gov.

Survey Comment:

Rob Grant has provided the attached comments and can be reached at (206)780-3742 or rgrant@bainbridgewa.gov.

- Survey required with topo and boundary information.
- Applicant may want to consider combining the two lots (lot aggregation) through the Boundary Line Adjustment (BLA) process.

Building Department Comment:



Blake Holmes has provided the following comment and be reached at (206)780-3715 or bholmes@bainbridgewa.gov.
The City of Bainbridge Island Building Department is currently reviewing projects under the 2018 International Codes and the 2018 Washington State Energy Code. Your project is subject to meeting these code requirements if the proposed work involves the building department.

Bainbridge Island Fire District Comment:

Deputy Fire Marshal, Jackie Purviance, provided the attached comment and can be reached at (206) 451-2033 or jpurviance@bifd.org.

Kitsap Public Health District Comment:

Richard Bazzell can be reached at (360) 728-2308 or richard.bazzell@kitsappublichealth.org.

Please contact me when you are ready to schedule the Conceptual Review with the Design Review Board. In general, the Design Review Board meets on the first and third Monday of each month.

Once you are ready to submit an application, please follow the procedures outlined on the City website: [Submitting a Building or Land Use Permit Application](#).

If you have any questions, please contact me at (206) 780-3767 or efairleigh@bainbridgewa.gov.

Sincerely,

A handwritten signature in blue ink that reads 'E. Fairleigh'.

Ellen Fairleigh
Associate Planner

Please note that information provided at the pre-application conference and in this letter reflects existing codes and standards, currently available information about the site and environs, and the level of detail provided in the pre-application conference submittal. Comments provided pursuant to pre-application review shall not be construed to relieve the applicant of conformance with all applicable fees, codes, policies, and standards in effect at the time of complete land use permit application. The comments on this proposal do not represent or guarantee approval of any project or permit. While we have attempted to cover as many of the Planning, Engineering, Building and Fire related aspects of your proposal as possible during this preliminary review, subsequent review of your land use permit application may reveal issues not identified during the initial review. If the city's pre-application review indicates that the City intends to recommend or impose one or more conditions of permit approval, and if the applicant objects to any of said conditions, the applicant is hereby requested and advised to provide written notice to the City of which conditions the applicant objects to and the reasons for the applicant's objections.

280 Madison Avenue North
Bainbridge Island, Washington 98110-1812
www.bainbridgewa.gov
206.842.7633



Department of Public Works - Engineering

Memorandum

Date: May 9, 2022
To: Ellen Fairleigh, Planner, Planning and Community Development
From: Paul Nylund, P.E., Engineering Manager, Public Works
Subject: PLN52185 PRE – Inn at Pleasant Beach Village SPR PW-DE Pre-Application Conference Comments

Background:

Following the pre-application conference held on 12 April 2022 (remotely), Public Works Development Engineering (PW-DE) has completed a review of the subject project materials and submits the following comments to be included with and/or attached to the pre-application summary letter generated by Planning and Community Development.

Brief Project Description:

This project proposes to develop two adjacent, currently undeveloped, lots (TPNs 041402-1-002-2008 and 042402-1-006-2004) totaling approximately 2.98 acres and addressed as 4500 Pleasant Beach Drive NE. Subject lots generally comprise an irregular rectangle with the major axis oriented E-W, bounded on the west by Pleasant Beach Dr NE (Public ROW, Collector), and on the remaining sides by similar residential and commercial development. Access to the lot is proposed from Pleasant Beach Village Drive to the west. Proposed development includes a 15-suite inn, a 2-story office structure, and a personal services spa structure, a 1500sf pool and multiple water features, and associated hardscaping.

Comments:

1. The proposed project creates more than 5000sf of new and replaced hard surfaces. The land use and subsequent building permit submittals shall demonstrate project compliance with Minimum Requirements 1-9 of the Department of Ecology's Stormwater Management Manual of Western Washington (SWMMWW) as currently adopted by City of Bainbridge Island (COBI) at the time of building permit submittal.
2. A Site Assessment Review is required per BIMC 15.20.060(1) with the goal to mimic the site's natural hydrology, implement low impact development (LID) to the maximum extent feasible, and preserve native vegetation on site. A SAR application was received with the preapplication conference documentation and the project as proposed shall fully consider low impact development (LID) principles in all phases of development and will be reviewed with that

expectation, so **no further SAR analysis or review is required**. These comments serve in lieu of a stand-alone SAR letter of recommendation from COBI Development Engineering.

3. The site is not located within the COBI water service area. Water service availability to the project from the utility purveyor will be required with subsequent land use applications. Any utility improvements or extensions shall conform with the standards of the agency having jurisdiction (KPUD). A preliminary utility plan was not provided with the preapplication conference materials. SPR submittal shall include a conceptual utility plan including but not limited to proposed water, sanitary sewer, power, and telecom utility installations.
4. The site is located within the South Island Sewer service area and service to the project may be made available. Lots have pre-existing approval for a limited number of Equivalent Residential Units (ERUs). Any utility improvements shall conform with COBI Design and Construction Standards and Specifications. In addition, any utility extension shall require a Developer Extension Agreement in accordance with Bainbridge Island Municipal Code (BIMC) 13.32. No preliminary utility plan was provided with the preapplication conference materials. SPR submittal shall include a conceptual utility plan including but not limited to proposed water, sanitary sewer, power, and telecom utility installations.
5. A water/sewer availability (WSA) application is required prior to applying for subsequent land use permitting for sewer services only, in this case, as water is provided by KPUD who shall provide an independent availability. The COBI WSA letter is independent of the permitting process and will be provided to applicant for use in the subsequent land use applications.
6. Sanitary sewer service in this location is available only through a pressurized force main. Any individual pump station shall comply with Washington Administrative Code (WAC) 173-240-104 regarding ownership and maintenance requirements.
7. It is possible that the project proposes a physical arrangement whereby the potable water system may be connected (directly or indirectly) with another water supply system (drain, pool, storage reservoir, water feature, landscape irrigation, etc.) that may contain contaminated water or liquids of unknown quality that could impart contamination to the domestic water supply as a result of backflow. Per BIMC 13.20, building permit submittals shall include the COBI Cross Connection Control Survey form to allow the COBI Cross Connection Program Manager to assess the requirement for backflow prevention devices as part of the building permit review. Cross connection control requirements as established by WAC and implemented by COBI on behalf of the local water service provider shall be satisfied during the building permit review/construction process.
8. Proposal includes an outdoor, in-ground swimming pool and multiple outdoor water features. Design documentation should include a pool and spa drain down procedure and providing dead-end collection sumps for pool deck drains and equipment room floor drains, (or equivalent methods) to prevent immediate direct discharge of chlorinated non-storm flows to the storm drain system.
9. Pursuant to BIMC 15.22.050.4 dechlorinated spa or pool discharges to surface stormwater outlets are permissible where the discharges are dechlorinated to a concentration of 0.1 parts per million or less, pH-adjusted and reoxygenated if necessary, volumetrically and velocity controlled to prevent resuspension of sediments in the storm drainage system. The temperature

of the discharge water shall not exceed 65 degrees Fahrenheit. Spa or swimming pool cleaning wastewater and filter backwash shall not be discharged to the storm drainage system. The building permit shall include details on plumbing and storm drainage systems to accomplish this standard and a formal pool/spa/water feature drain down procedure shall be included in the required stormwater Operations and Maintenance Manual.

10. A Traffic Impact Analysis (TIA) sufficient for the City Engineer to perform a concurrency test will be required per BIMC 15.40 unless specifically waived by COBI Development Engineering during the review process. Preliminary trip generation calculation methods per the Institute of Traffic Engineers (ITE) Trip Generation Manual, 7th Edition (or later) indicate trip generation will be beyond the threshold of 50 average daily trips (ADT) or 5 or more AM or PM peak-hour trips added as a result of this project. Therefore, a TIA shall be required during the submittals for the follow-on land use permit(s).
11. Applicant shall select a consultant to perform the TIA and submit the proposed scope of work for review by COBI Development Engineering prior to executing the field work and subsequent analysis. The scope shall include but not be limited to discussion of the following: Intersections to be analyzed for Level of Service (LOS) calculations, analysis of pedestrian movement on to, off of, and through the site, line-of-sight considerations for vehicular traffic entering Pleasant Beach Drive NE and considerations to reduce vehicular/pedestrian conflicts throughout the site, but especially at the site access point.
12. Project is subject to evaluation for Transportation Impact Fees (TIFs) because there a proposed change in use. Fees are generally due at time of building permit issuance. A preliminary TIF worksheet will be required with subsequent land use applications.
13. Consistent with the decision criteria considered to recommend approval of a preliminary commercial Site Plan Review (SPR) found in BIMC 2.16 and the COBI Design and Construction Standards and Specifications, public frontage improvements may be required along the Pleasant Beach Drive project frontage. Improvements would be consistent with COBI's design and construction standards for a collector roadway or deviations to the standards as approved by COBI engineering during the review process.
14. Any civil improvements required as conditions of a preliminary site plan review approval to be constructed in the Public Right of Way (ROW) require a ROW use permit subject to independent review and additional fee/submittal requirements.
15. The proposed action(s), phased or concurrent, in their totality will likely result in more than one (1) acre of earth disturbance on the site. In that case, a Construction Stormwater General Permit (CGSP) shall be obtained from the Washington State Department of Ecology and the site shall be monitored for discharge of pollutants and sediment for the duration of the project. No land clearing or construction permits shall be issued prior to obtaining the CGSP.

Please note that information provided in this letter reflects existing codes and standards, currently available information about the site and the nature of the immediate environs. Comments provided pursuant to preapplication review shall not be construed to relieve the applicant of conformance with all applicable fees, codes, policies, and standards in effect at the time of complete land use permit application. The comments on this proposal do not represent or guarantee approval of any project or permit. While covering as many of the Planning, Engineering, Building and Fire related aspects of the

proposal as possible during this preliminary review, please be advised that subsequent review of any land use permit application may reveal issues not identified during this initial review.

PROJECT DESCRIPTION & DESIGN NARRATIVE

The property being developed is a contiguous piece of land of nearly 3 acres extending to the South of the original Pleasant Beach Village site. The previous use of this property was the Serenity House which was a two story 100 years old structure with sub-buildings and used as a home for developmentally disabled adults. The buildings were demolished in March 2009. The property is made up of two parcels, the northerly is labeled Parcel 1 and is 105,925 SF and zoned NC and will be used for the proposed development. The second parcel labeled Lot A is 22,117 SF and zoned R-2. This parcel will not be developed, other than a portion for the access road from Pleasant Beach Dr. NE, and will be left as a natural barrier between the development and its southern neighbors. The west side of the site fronts on approximately 262 feet of Pleasant Beach Dr. NE.

The proposed development includes a 15 unit Inn, a two story office building with a footprint of 3200 SF located on Pleasant Beach Dr NE and a Japanese influenced Spa which will be located to the east in the existing forested area and will have a footprint of 2,240 SF.

The site exists with gravel driveways and flat areas which we are proposing to reuse as our roads and parking areas. The flat gravel area left over from the demolished Serenity and out buildings will be used for the proposed Inn and landscaping, this approach will save many of the existing trees. The 15 unit Inn will be developed to emulate the existing 10 unit Inn except for its "L" shaped plan. The roof forms and details, decks and patios, material colors and fenestration are planned to be used. The two Inns are approximately 230' apart and separated by landscape buffers.

The two story office which is proposed as a zero setback building on Pleasant Beach Dr. to match most of the commercial structures to the north. The building design will follow the Lynwood Design Neighborhood and Main Street Guidelines. This building will be a scale transition to the larger buildings of the center to the north.

The Spa building is a resultant of many requests and with the long history of the Japanese American Community it was the desire of the ownership to use Japanese influences in the design. The Spa building will be set into the surrounding forested area on the East side of the property.

The overall site plan shows connections to the existing Village by a road and several paths and walkways.





15 UNIT SOUTH LODGE SKETCH

Looking East
PLEASANT BEACH VILLAGE



CITY OF
BAINBRIDGE ISLAND

Planning Commission Special Meeting Agenda Bill

MEETING DATE: July 28, 2022

ESTIMATED TIME: 45 Minutes

AGENDA ITEM: (7:00 PM) Baker Hill 7 Public Participation Meeting

AGENDA CATEGORY: Discussion

PROPOSED BY: Kelly Tayara

PREVIOUS PLANNING COMMISSION

REVIEW DATE(S): None

PREVIOUS COUCIL REVIEW DATE(S): None

RECOMMENDED MOTION:

Presentation and Discussion

SUMMARY:

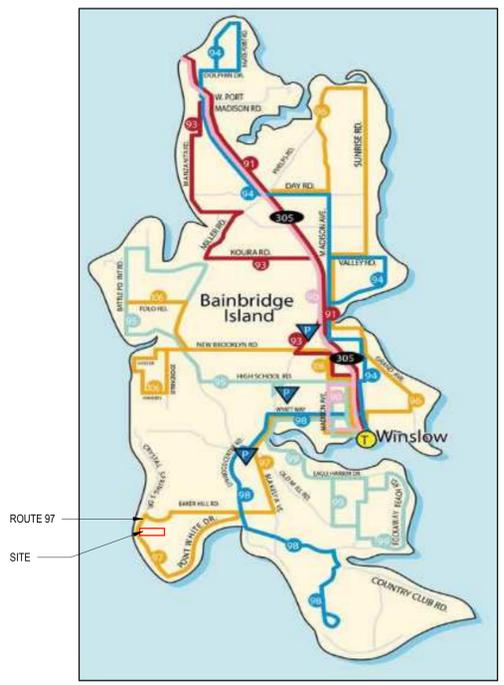
The Public Participation Meeting is required as part of the preapplication phase for Preliminary Subdivision permit, which is required for the proposed development.

BACKGROUND: Baker Hill 7 is a proposal to subdivide two lots totaling 6.34 acres into seven single-family residential lots. The property is located in the 6000 - 6100 block of Baker Hill Road. The applicant participated in a Conceptual Design Review meeting with the Design Review Board on October 18, 2021 (prior to the land use review process amendments in Ordinance 2021-12 which became effective on December 29, 2021). The applicant participated in a preapplication conference with City staff on July 5, 2022.

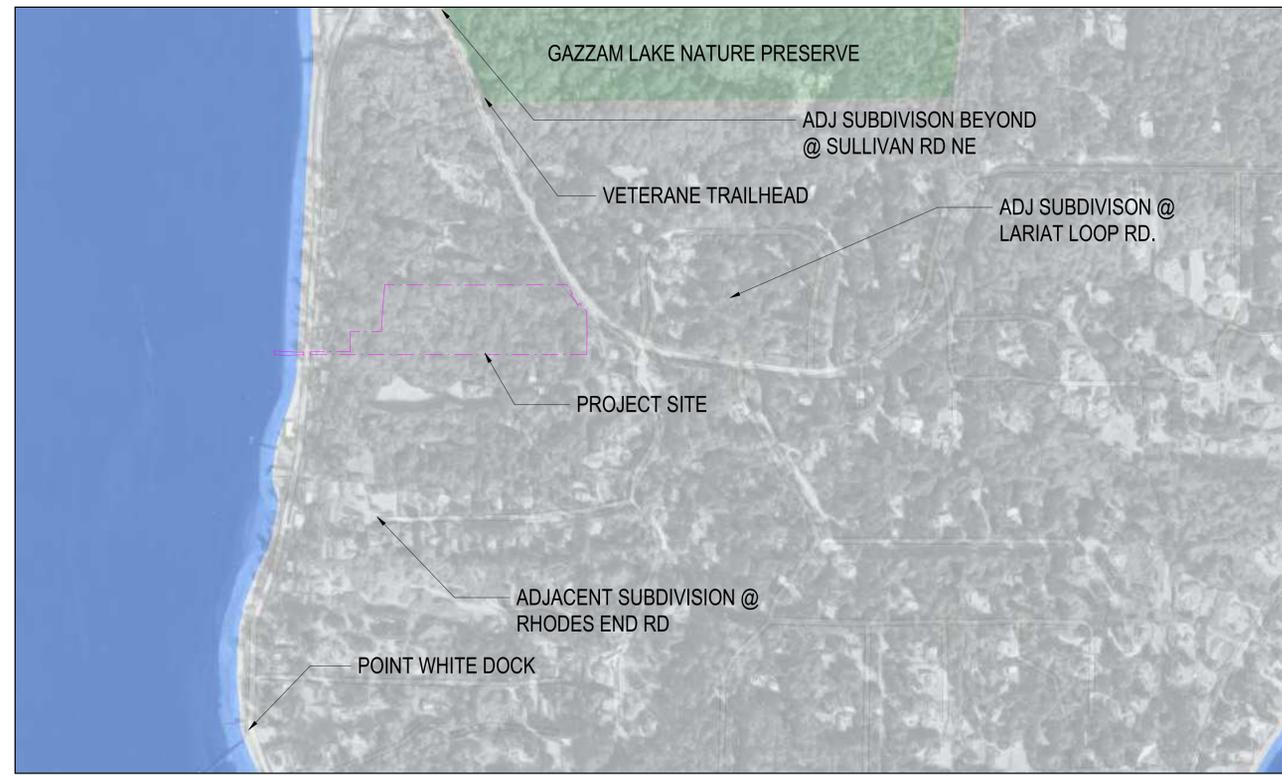
ATTACHMENTS:



3 CONTEXT ANALYSIS MAP



1 KITSAP COUNTY TRANSIT MAP



2 PUBLIC AMENITIES AND POINTS OF INTEREST

PROJECT INFORMATION & ZONING

PARCEL ID
052402-1-013-2004 & 052402-1-015-2002

ADDRESS
N/A

LEGAL DESCRIPTIONS
SEC 05, TWP 24, RNG 2E (NE/4)
SEC 05, TWP 24, RNG 2E (NE/4)

OWNER
CLIF & NELDA SWIGGETT

APPLICANT
GREEN CANOPY NODE ARCHITECTURE
KYLE KUTZ
417-860-2988
KYLEKUTZ@GREENCANOPYNODE.COM

ZONING
R-1 AND R-2 (R-1 USED FOR DENSITY CALC) 1 lot per 40,000sf

AREA
274,876SF / 40,000sf = 6.87
7 LOTS ALLOWED per BIMC 18.12.050

LAND SUBDIVISION PROCESS
LONG SUBDIVISION

WATER
KPUD South Bainbridge Water, BAKER HILL RD

SEWER
NONE - ONSITE SEPTIC PROPOSED

ELECTRICITY
PUGET SOUND ENERGY

FIRE SPRINKLER PROTECTION
NFPA 13D - PUBLIC WATER PROVIDED BY KPUD

CONTEXT ANALYSIS

ADJACENT USES
THE TWO PARCELS ARE SPLIT ZONED BETWEEN R-1 AND R-2. THE LOTS TO THE WEST ARE ZONED R-2, THE LOTS TO THE NORTH, SOUTH AND EAST ARE ALL ZONED R-1. ALL SITES WITHIN 500FT ARE ZONED RESIDENTIAL AND IF THEY CONTAIN BUILDINGS, THEY ARE SINGLE FAMILY HOMES WITH VARIOUS DETACHED GARAGES AND OUTBUILDINGS. MOST HOMES ARE SEPARATED FROM OTHER HOMES BY AMPLE VEGETATION. THERE ARE NO COMMERCIAL OR MULTI-FAMILY STRUCTURES (DUPLEXES, TOWNHOMES ETC) WITHIN 500FT OF THE PROJECT.

TRANSIT
THE NEAREST PUBLIC TRANSIT IS THE KITSAP COUNTY TRANSIT ROUTE 97 WHICH RUNS ALONG NE BAKER HILL ROAD. NO OFFICIAL BUS STOPS.

PARKS, AMENITIES ETC
THE VETERANE TRAILHEAD IS A SHORT WALK FROM THE EXISTING SITE ACCESS. POINT WHITE DOCK IS ACCESSIBLE BY VEHICLE (3 MIN), BIKE (4MIN) AND WALKING (20MIN). GAZZAM LAKE NATURE PRESERVE IS 8 MINUTES BY VEHICLE.



PROJECT NUMBER PLN52091
ISSUE DATE 06/10/2022

DS_SWIGGETTS 7
052402-1-013-2004 & 052402-1-015-2002
PREAPPLICATION CONFERENCE SUBMITTAL

CONTEXT ANALYSIS

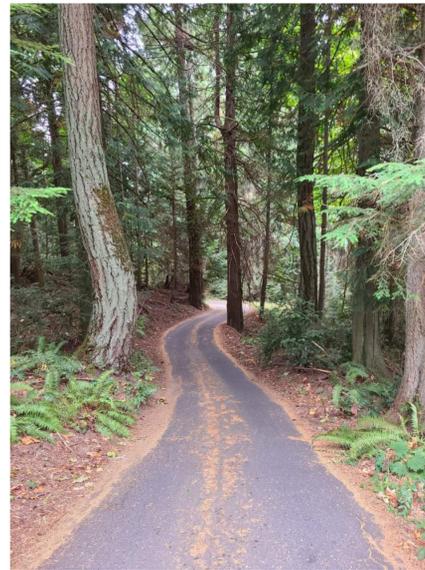
G2.0



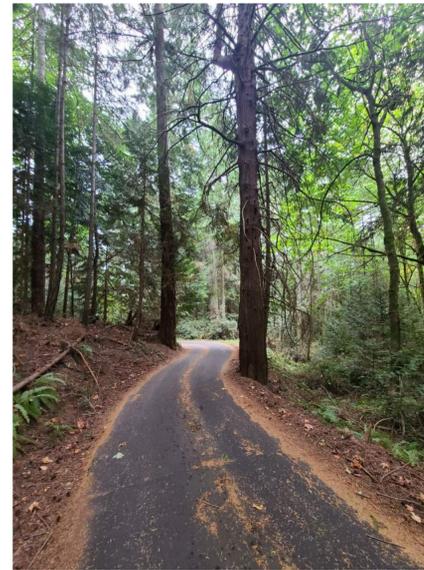
LOOKING NORTH ALONG BAKER HILL RD FROM SITE ENTRANCE. NO HOMES OR BUILDINGS ARE VISIBLE



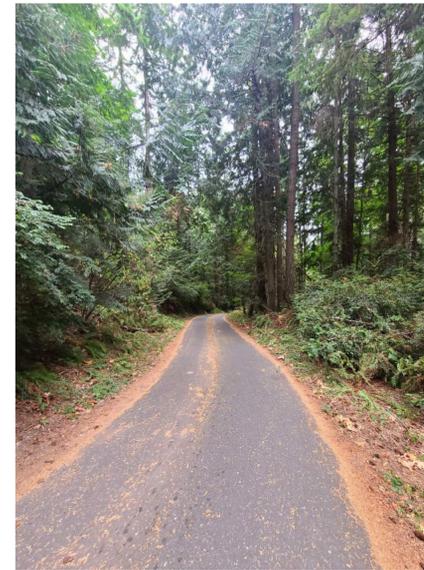
LOOKING WEST FROM THE SITE ENTRANCE INTO THE EASEMENT ROAD



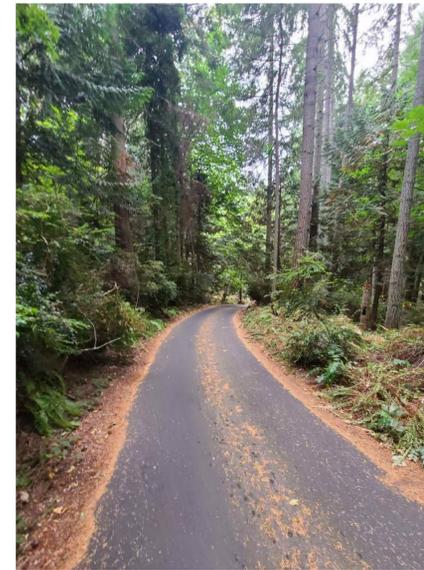
CONTINUING WEST FROM THE SITE ENTRANCE DOWN THE EASEMENT ROAD



CONTINUING WEST FROM THE SITE ENTRANCE DOWN THE EASEMENT ROAD



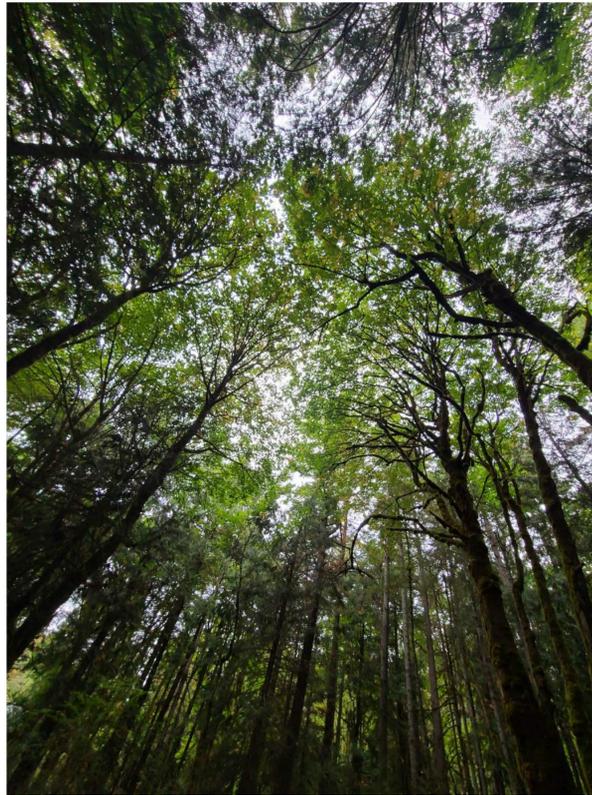
CONTINUING WEST FROM THE SITE ENTRANCE DOWN THE EASEMENT ROAD



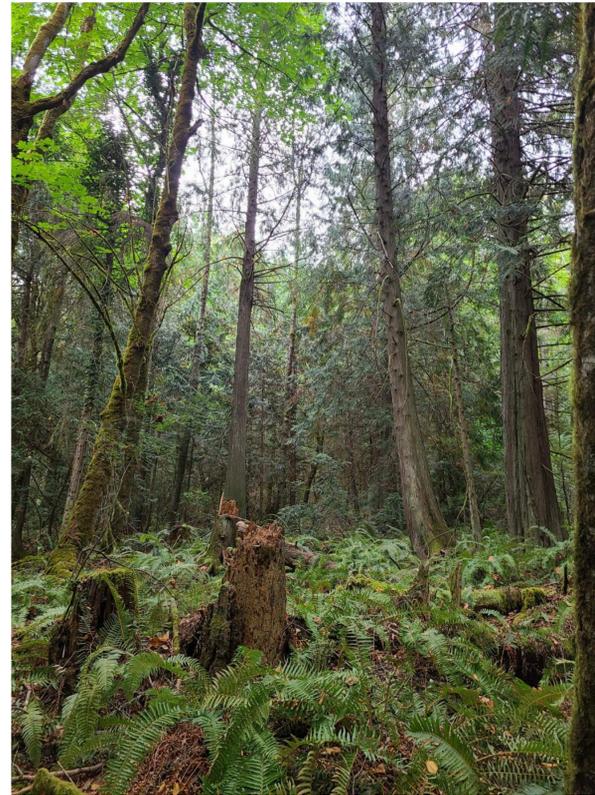
CONTINUING WEST FROM THE SITE ENTRANCE DOWN THE EASEMENT ROAD



PROJECT NUMBER PLN52091
ISSUE DATE 06/10/2022



VIEW FROM THE APPROXIMATE CENTER OF THE SITE . THE SITE IS HEAVILY WOODED WITH A CONSISTENT CANOPY



VIEW FROM THE APPROXIMATE CENTER OF THE SITE LOOKING EAST. THIS IMAGE IS REPRESENTATIVE OF THE SITE IN GENERAL



VIEW FROM THE APPROXIMATE CENTER OF THE SITE LOOKING EAST

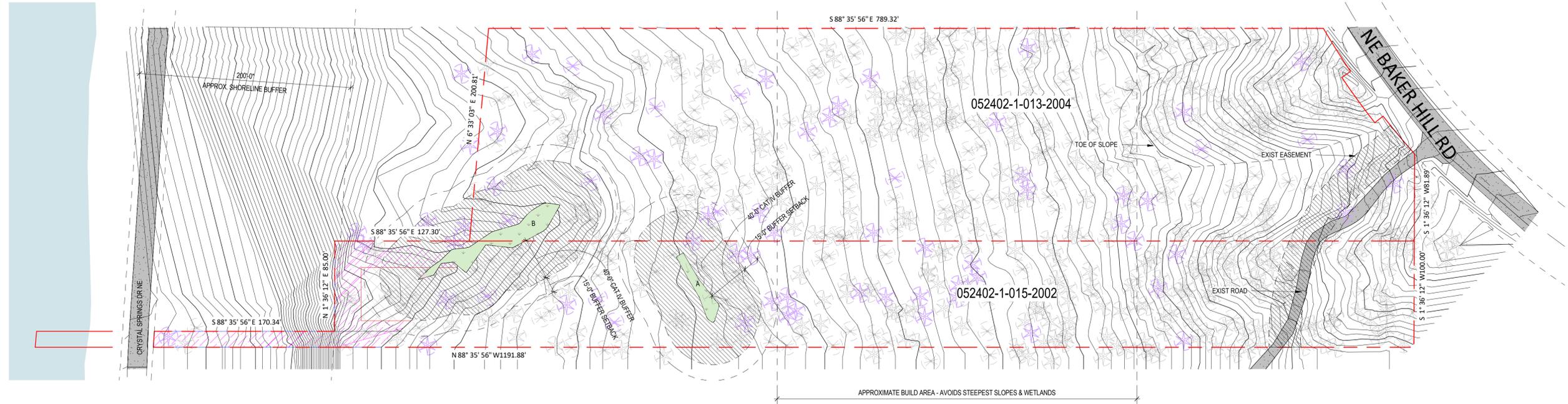


VIEW FROM THE WESTERN MOST PORTION OF THE PROPERTY FRONTING THE WATER.

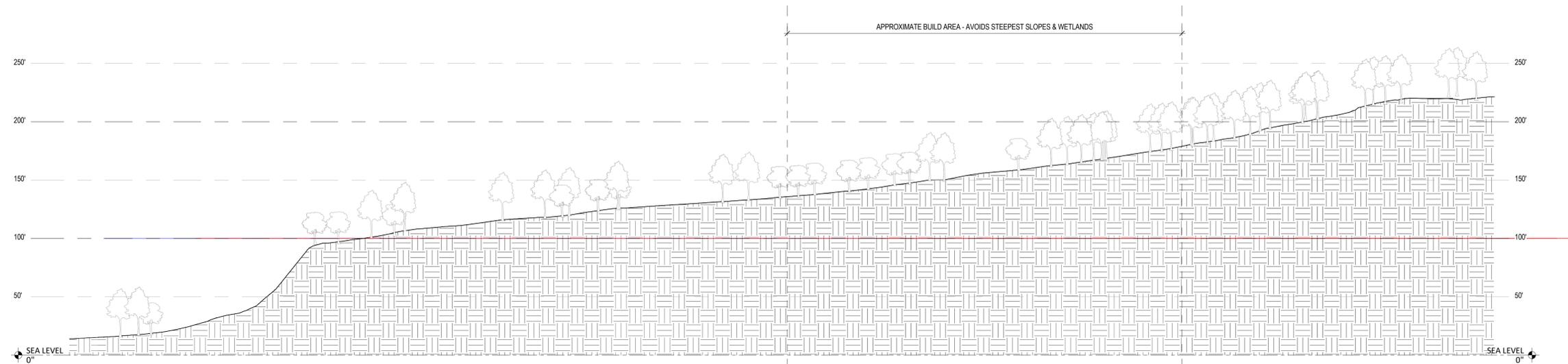
DS_SWIGGETTS 7
052402-1-013-2004 & 052402-1-015-2002
PREAPPLICATION CONFERENCE SUBMITTAL

SITE PHOTOS

G2.1



1 00-SITE PLAN - EXISTING
1" = 50'-0"



2 SITE SECTION - EXISTING
1" = 50'-0"

CONCEPTUAL SITE ANALYSIS

THE TWO PARCELS LOCATED BETWEEN NE BAKER HILL RD AND CRYSTAL SPRINGS DR NE ARE HEAVILY WOODED WITH NEARLY COMPLETE CANOPY COVERAGE; THERE EXISTS A LARGE NUMBER OF SIGNIFICANT AND LANDMARK TREES ON THE SITE. THE TOPOGRAPHY IS CONTINUOUSLY SLOPING DOWN TOWARDS PUGET SOUND, WITH NO PORTION OF THE SITE BEING TECHNICALLY OR SUBJECTIVELY FLAT. THE EASTERN PORTION OF THE SITE IS PHYSICALLY ISOLATED FROM THE WESTERN PORTION BY A VERY TALL AND STEEP DROP OFF, PROHIBITING MOST MEANS OF ACCESS TO THE WATER DIRECTLY FROM THE UPHILL PORTION OF THE SITE. THERE EXIST THREE CATERGORY IV WETLANDS ON THE PARCELS TOWARD THE WESTERN PORTION OF THE SITE WHICH WILL BE PROTECTED. ACCESS AND UTILITES ARE PROVIDED FROM NE BAKER HILL RD, WITH PUBLIC WATER, ELECTRICITY AND TELECOM. ON-SITE SEPTIC SYSTEMS WILL BE REQUIRED AS NO PUBLIC SEWER SYSTEM IS AVAILABLE. THE EXISTING ACCESS FROM NEW BAKER HILL ROAD SERVES THREE PARCELS TO THE SOUTH VIA AN ACCESS EASEMENT.

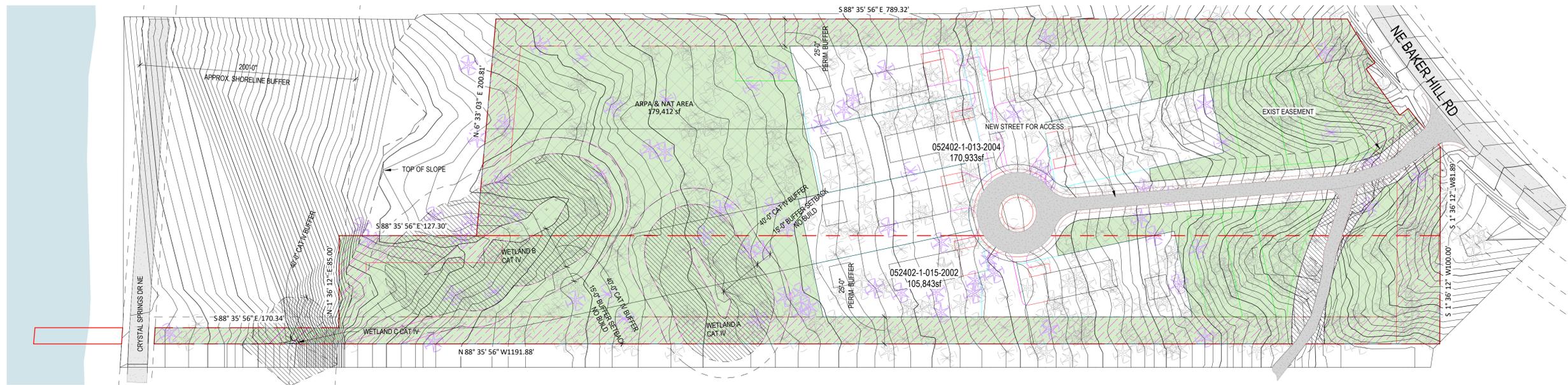
LEGEND

-  EXISTING PAVING
-  WETLANDS
-  BUFFERS/EASEMENTS
-  WATER
-  PROPERTY LINES
-  LANDMARK TREE
-  SIGNIFICANT TREE

DS_SWIGGETTS 7
 052402-1-013-2004 & 052402-1-015-2002
 PREAPPLICATION CONFERENCE SUBMITTAL

SITE ANALYSIS

G2.9



1 4 STEP PROCESS - 1 NATURAL SPACE DELINEATION
1" = 50'-0"

4 STEP PROCESS

1 DELINEATING NATURAL SPACE - KEY ASPECTS

- PROTECT WETLANDS
- PROTECT STEEP SLOPES
- PROTECT EXISTING CANOPY & LANDMARK TREES WHERE POSSIBLE
- CREATE A CONTINUOUS NATURAL AREA & ARPA WHERE POSSIBLE

ARPA/Natural Area Required PER BIMC

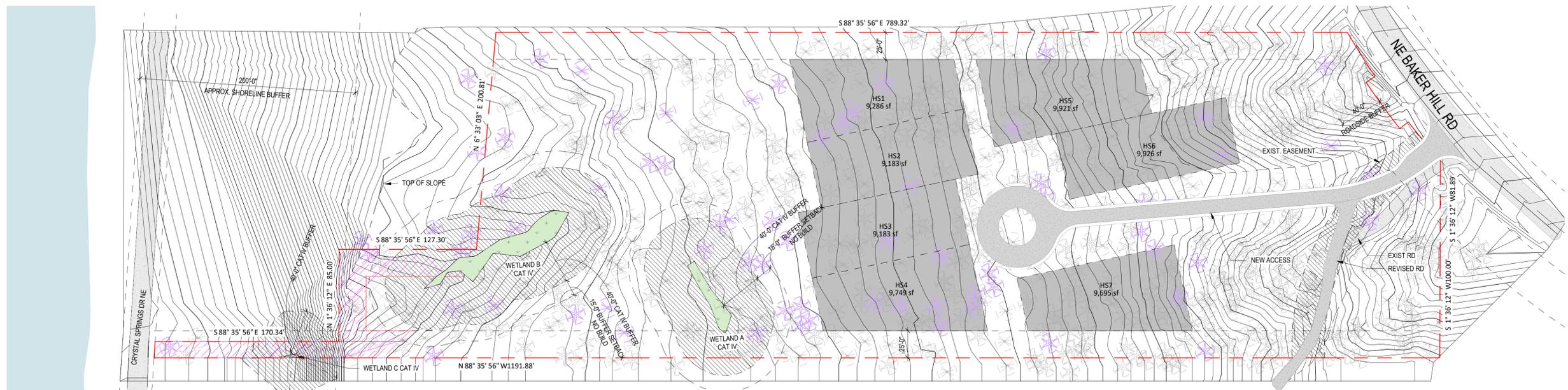
274,864 x 65% = 179,661sf AS SHOWN IN STEP 1 = 179,412SF
COMMUNITY SPACE NOT REQUIRED - SHOWING MAXIMUM NATURAL SPACE PER BIMC 17.12.050.B.2

2 LOCATE HOMESITES - KEY ASPECTS

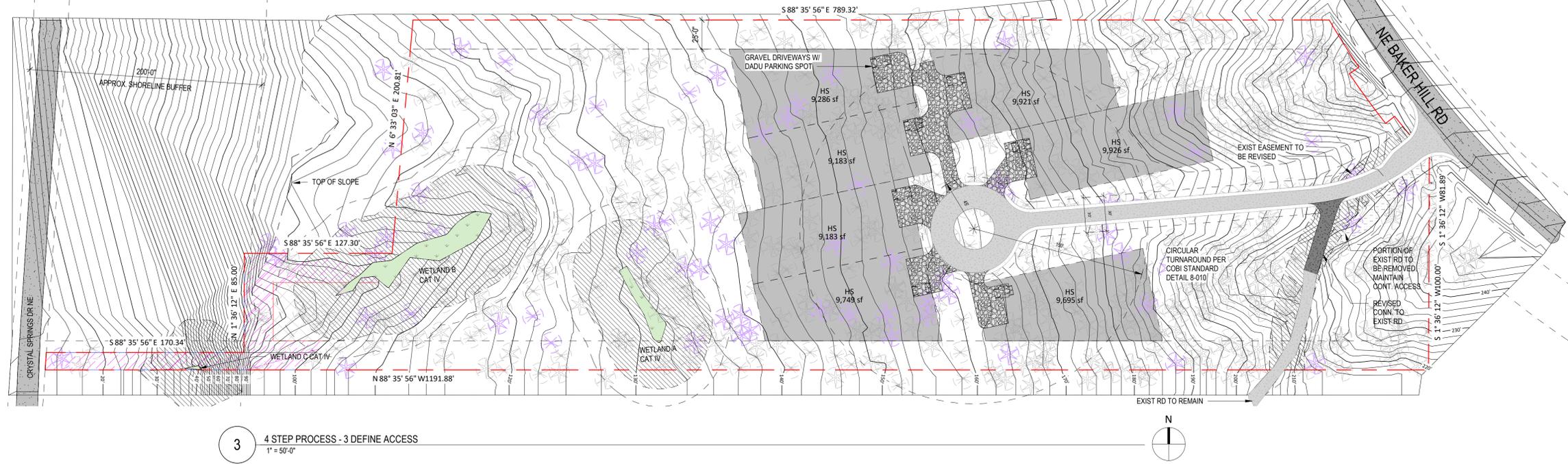
- PROTECT WETLANDS
- PROTECT STEEPER AND/OR UNSTABLE SLOPES
- EAST/WEST ORIENTATION ANGLED SLIGHTLY TO ALIGN WITH THE SLOPE TO ENCOURAGE E/W ORIENTED HOMES FOR SOLAR ACCESS
- EAST/WEST ORIENTATION, ANGLED SLIGHTLY TO ALIGN WITH THE SLOPE FOR LESS DISTRUPTIVE CONSTRUCTION OF FUTURE HOMES
- CENTRALLY CLUSTERED FOR MORE EFFICIENT ACCESS & UTILITY RUNS

LEGEND

- PROPOSED NATURAL AREA & ARPA
- EXISTING PAVING
- WETLANDS
- BUFFERS
- WATER
- PROPERTY LINES
- LANDMARK TREE
- OTHER TREES



2 4 STEP PROCESS - 2 LOCATE HOMESITES
1" = 50'-0"



3 4 STEP PROCESS - 3 DEFINE ACCESS
1" = 50'-0"

4 STEP PROCESS

3 DEFINE ACCESS - KEY ASPECTS

- CENTRALLY LOCATED
- PROTECT STEEP AND/OR UNSTABLE SLOPES
- PROTECT EXISTING CANOPY & LANDMARK TREES WHERE POSSIBLE
- CREATE THE LEAST AMOUNT OF PAVING/DISTURBANCE AS POSSIBLE
- INDIVIDUAL DRIVEWAYS ARE GROUPED WHEN POSSIBLE TO LIMIT FOREST DISTURBANCE

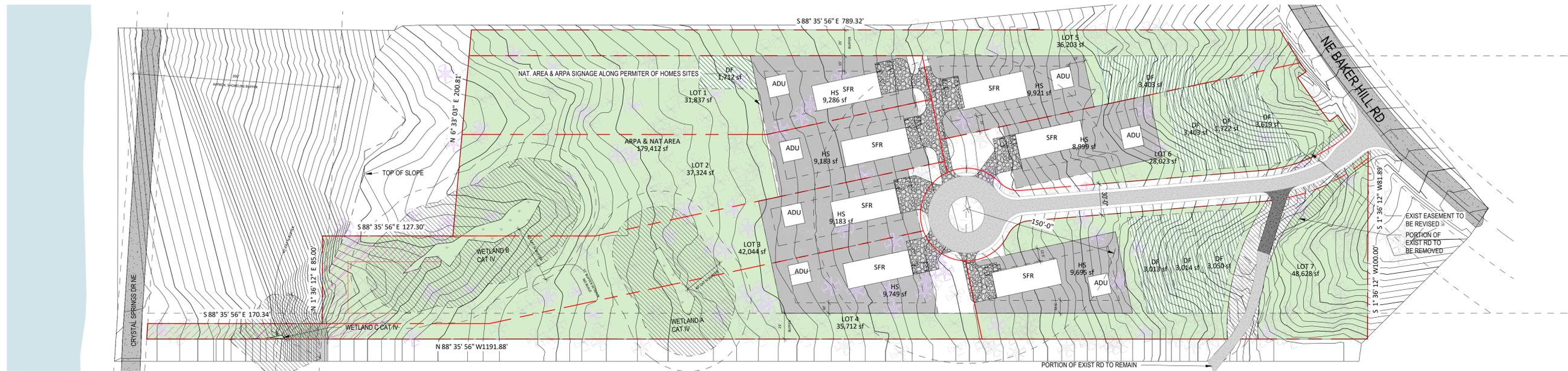
4 DRAW LOT LINES

- LOT LINES RESULTING FROM ALL OTHER CONSIDERATIONS
- MAINTAIN MINIMUM OF 30,000SF

LEGEND	
	PROPOSED NATURAL AREA & ARPA
	EXISTING PAVING
	WETLANDS
	BUFFERS
	WATER
	PROPERTY LINES
	LANDMARK TREE
	OTHER TREES



4 4 STEP PROCESS - DRAW LOT LINES
1" = 50'-0"



1 4 STEP PROCESS - FINAL COMPOSITION
1" = 50'-0"

4 STEP PROCESS - FINAL COMPOSITION

TOTAL AREA 274,864F / 6.3 ACRES	LOT 1 31,837sf	ARPA/Natural Area Required PER BIMC
LOTS CREATED 7	LOT 2 37,324sf	274,864 x 65%=178,661sf
HOMESITES 7 AVERAGING 9,500sf	LOT 3 42,044sf	ARPA PROPOSED 179,412sf / 65.3%
AVERAGE LOT SIZE 39,500sf	LOT 4 35,712sf	COMMUNITY SPACE NOT REQUIRED -
NEW IMPERVIOUS SURFACE 34,302sf	LOT 5 36,203sf	SHOWING MAXIMUM NATURAL SPACE PER BIMC 17.12.050.B.2
AREA OF DISTURBANCE 105,770sf	LOT 6 28,023sf	
	LOT 7 48,628sf	

LEGEND

PROPOSED NATURAL AREA & ARPA	GRAVEL PAVING
EXISTING PAVING	PROPOSED PAVING
WETLANDS	HOMESITES
BUFFERS	DRAINFIELD + RESERVE
WATER	
PROPERTY LINES	
LANDMARK TREE	
OTHER TREES	

DS_SWIGGETTS 7
 052402-1-013-2004 & 052402-1-015-2002
 PREAPPLICATION CONFERENCE SUBMITTAL

4 STEP PROCESS -
COMPOSITE
RESULT

G2.5



1 SHARED SPACE & TRAIL MAP
1" = 50'-0"

DS_SWIGGETTS 7
052402-1-013-2004 & 052402-1-015-2002
PREAPPLICATION CONFERENCE SUBMITTAL

SHARED TRAILS & SPACES

G2.8



Parcels: 052402-1-013-2004 & 052402-1-015-2002

Project Address: South of 6003 NE Baker Hill Rd, Bainbridge Island, WA 98110

Applicant: Kyle Kutz

Date: 09/27/2021

Property: The subject properties are two adjacent parcels, 052402-1-013-2004 & 052402-1-015-2002, located south of 6003 NE Baker Hill Road, Bainbridge Island, WA 98110. The lots are a combined ~274,864 square feet in size. The property is currently vacant other than a driveway easement connecting Baker Hill Road to a neighboring parcel.

Proposed Project: Construct a community consisting of six single family homes with six accessory dwelling units.

Statement of Intent

The proposed community is a partnership between Green Canopy Homes, a net-zero, deep green, design, development, and construction company, and the owners Clif and Nelda Swiggett who wish to use their land to build homes that are net zero, or net zero ready. They hope this project inspires others to follow suit by demonstrating that sustainably built homes can be beautiful, affordable, practical, and in many ways better than traditionally built homes. Finally, the Swiggetts, who have long standing connections to Bainbridge Island, hope to create a woodland community that preserves the exquisite beauty of the natural environment and facilitates neighbors getting to know and support one another.

The project site is heavily forested, modest to steeply sloping and contains a handful of small wetlands on the western half of the site. When walking through the site, one is reminded of the many beautiful state and national park campsites throughout western Washington, which is where we draw our inspiration and ethos from. Our intent, much like that of campsites, is to affect the natural amenities of the site as little as possible, while providing homes that are situated in and around those natural features.

When developing the proposed six homes and accessory dwelling units, we intend to use strategies such as limiting the amount of ground disturbance and tree removal, reducing the overall amount of vehicular impervious paving to the smallest amount possible by grouping the homes and access points around a central point, and siting the homes individually to follow the slope of the site while avoiding significant trees and other features of the land. We also plan to explore alternate paving materials or methods to reduce again the amount of paving on site while providing adequate access to the homes.



July 19, 2022

Kyle Kutz
27 S Hanford Street
Seattle, WA 98134 Way

Re: Preapplication Conference Summary: Baker Hill 7 PLN52091 PRE

Dear Mr. Kutz,

Thank you for meeting with City staff on July 5, 2022 to discuss the proposed development. This letter provides a summary of City staff and agency review, along with submittal requirements for land use application.

The proposal requires long subdivision approval and is subject to SEPA review. Please find the attached checklist, along Fire District comment; these documents are provided to assist you in identifying applicable city plans, goals, policies, codes or guidelines and possible revisions to the proposed project that will enhance the proposal with respect to requirements. The Public Works Department also anticipates issuing written comment, which will follow: Please feel free to contact Paul Nylund pnylund@bainbridgewa.gov directly if you have any questions in the meantime.

As discussed during the conference, it appears that the site may be divisible into no more than six lots, but the materials submitted for this conference do not provide the information which would allow staff to confirm this. The site is split-zoned, with the northerly lot completely within R-1, and most of the southerly lot within R-1 with a small section within R-2. Allowable density is calculated based on "lot area", as measured and defined in the Municipal Code:

"Lot area" means the total horizontal area within the lot lines, excluding any area seaward of the line of the ordinary high water mark, and excluding private streets and lot area in panhandles or flag lots narrower than 30 feet ([BIMC 18.09.050](#)). The areas within the flag lot portion of the southerly lot and the access easement area are not included in the lot area calculation; additionally, lot area is not transferable to different districts, and the lot area within the R-2 district does not appear to be enough to allow for a subdivision.

Please note the City Council has adopted a [new fee schedule](#) which is effective September 1, 2022.

Please note that information provided at the pre-application conference and in this letter reflects existing codes and standards, currently available information about the site and environs, and the level of detail provided in the pre-application conference submittal. Comments provided pursuant to pre-application review shall not be construed to relieve the applicant of conformance with all applicable fees, codes, policies, and standards in effect at the time of complete land use permit application. The comments on this proposal do not represent or guarantee approval of any project or permit. While we have attempted to cover as many of the Planning, Engineering, Building and Fire related aspects of your proposal as possible during this preliminary review, subsequent review of your land use permit application may reveal issues not identified during the initial review. If the city's pre-application review indicates that the City

intends to recommend or impose one or more conditions of permit approval, and if the applicant objects to any of said conditions, the applicant is hereby requested and advised to provide written notice to the City of which conditions the applicant objects to and the reasons for the applicant's objections.

Please do not hesitate to contact me at ktayara@bainbridgewa.gov or 206.780.3787 in the event you have any questions.

Sincerely,

A handwritten signature in blue ink, appearing to read "K. Tayara". The signature is fluid and cursive, with a large loop at the end of the last name.

Kelly Tayara, Senior Planner

General Information

Pre-Application Conference Date: July 5, 2022

Project Name and Number: Baker Hill 7 PLN52091 PRE

Project Description: Seven lot long subdivision of two parcels totaling 274,876 square feet

Project Address: No site address (6000 – 6100 block of Baker Hill Road)

Tax Parcel Number: 05240210132004; 05240210152002

Lot Size: 6.34 acres (Approx. 276,170 sf site size) (Approx. 2,400 flag, 6,700 sf easement)

Zoning/Comp Plan Designation: North lot is R-1, South lot is split-zoned R-1 / R-2

City Project Manager: Kelly Tayara, Senior Planner ktayara@bainbridgewa.gov 206.780.3787

Land Use Review Process

Reviews required prior to Land Use Application / Required Land Use Application(s)

Review / Permit	Process	Recommendation / Decision	Current Fee \$	Fees as of 9/1/2022
Preapplication Conference	BIMC 2.16.020.I	N/A	1,000.00	N/A
DRB Conceptual Review Meeting**	BIMC 2.16.125.D.2	N/A	250.00	N/A
The conceptual meeting was completed under the permitting review process in place prior to the adoption of Ordinance 2021-12, the project is not required to repeat the Conceptual meeting.				
Public Participation Meeting*!	BIMC 2.16.125.D.3	N/A	250.00	N/A
DRB Design Guidance Meeting**!	BIMC 2.16.125.D.4	N/A	-	-
DRB Final Review Meeting**!	BIMC 2.16.125.D.5	DRB	-	-
Subdivision – Preliminary !	BIMC 2.16.125	DRB, Planning Commission, PCD Director / Hearing Examiner	17,363.00 + 1,145.00 per lot	32,360.00
Plat Utilities Permit			-	15,420.00
Subdivision – Final !	BIMC 2.16.160	PCD Director / City Council	-	-
Health District Review (public water/septic)				

* One-time fee due with preapplication or prior to application submittal

+ All DRB meetings included in this fee

! Please note the City Council has adopted a [new fee schedule](#) effective September 1, 2022.

Verify all fees with the permit technician upon submittal

To request a meeting or submit application

- DRB meetings: Follow the instructions on the City’s website [Submitting a Building or Land Use Permit Application](#) If you have any questions about submittal, please contact a permit specialist through pcd@bainbridgewa.gov or telephone 206.780.3770. Please submit all information identified in [Design for Bainbridge](#), Appendix A.
- Public Participation Meeting: This meeting is scheduled with the Planning Commission; it meets the 2nd and 4th Thursday of each month. Contact the project planner at least three weeks ahead of the requested meeting to schedule. There are no submittal requirements, but Planning Commission expects that the applicant will make a brief presentation, and is typically provided the applicant’s proposal from the preapplication or conceptual meeting materials.
- Land use application: Follow the instructions on the City’s website [Submitting a Building or Land Use Permit Application](#) If you have any questions about submittal, please contact a permit specialist through pcd@bainbridgewa.gov or telephone 206.780.3770. Please submit all information identified in the [Administrative Manual for Land Use Permits](#), in addition to additional submittals identified below.
- **Additional required plans, studies, reports, and any other requirements for application submittal:**
 - [Master Land Use Application](#)
 - [SEPA Checklist](#)
 - [Wetland and soils report \(geotechnical report if you have one\)](#)
 - [Non-binding Water Availability letters \(all lots\) for SUB application binding for FSUB application](#)
 - [Traffic Impact Analysis](#)
 - [? Transportation Impact Fee worksheet \(contact Department of Public Works\)](#)
 - [? Site Assessment Review letter \(contact Department of Public Works\)](#)

Bainbridge Island Municipal Code Requirements

Shoreline Management Program BIMC 16.12

Note: Only the flag-pole portion of the southerly lot is within shoreline jurisdiction. Nothing proposed, except potentially a common access / utilities easement for future (e.g. tram)

Shoreline Designation: [Shoreline Residential](#)

Geomorphic Class: [Spit/Barrier/Backshore](#)

Geomorphic Shore Type: [Modified, not a feeder bluff](#)

- BIMC 17.12.090.B: Any portion of any subdivision located within the jurisdiction of the SMP must conform to all requirements of that Chapter.
- BIMC 16.12.040.I.6. Regulations – Residential Subdivisions
 - e. New subdivisions or all multifamily residential developments shall provide a community recreation and/or open space area for the benefit of all residents or property owners in the development; provided, that such provisions shall not apply to lot line adjustment, lot consolidation, and subdivision of land into four or fewer lots.

Critical Areas BIMC 16.20

- Aquifer Recharge Area [BIMC 16.20.100](#)
 - Aquifer Recharge Protection Area (ARPA) designation is required in these zoning districts.
- Geologically Hazardous Areas BIMC [16.20.130](#)
 - Erosion Hazard
 - Potential landslide hazard
See development standards BIMC 16.20.130.E for allowed activities: Development of habitable structures and critical facilities is prohibited in landslide hazard areas and landslide hazard area setbacks.
 - 40% + slopes
 - 15 – 39% slopes
[No activity proposed in geo hazard, setbacks or Zone of Influence.](#)
[Identify top/toe of landslide hazard areas on site plan](#)
- Wetlands BIMC [16.20.140](#)
[Two wetlands identified, shown on site plan.](#)

Preliminary Long Subdivisions [BIMC 2.16.125](#)

Final Long Subdivisions [BIMC 2.16.160](#)

Subdivision Standards [BIMC 17.12](#)

- All subdivisions must comply with “[Design for Bainbridge](#)”, the Design Review Manual. BIMC [17.12.020](#) states, “Detached single-family residential subdivision development shall comply with Chapters 1, 2, 3 and 5, as applicable, and Chapter 6.
- Departures from subdivision standards in BIMC [17.12.050](#) through [17.12.070](#) may be requested in accordance with the provisions of [BIMC 17.12.040](#). Departures from Natural Area / Community Space / homesite size standards are not permitted. **Any request for departures shall be made at the design guidance review meeting.**
- All subdivisions must comply with the four-step design process. The process is further defined in BIMC 2.16.125.D; and consists of four steps: (A) delineate natural area; (B) locate homesites and community space; (C) define access; and (D) draw lot lines.
 - Natural Area and Community Space [BIMC 17.12.050](#)
The area provided for natural area shall be based on and consistent with the existing types of natural areas on the subject property, as categorized in BIMC 17.12.050.A.2 (Primary and Secondary), up to the maximum shown in Table 17.12.070-1. Please be sure to clearly delineate the natural area (e.g. Secondary Natural Area), to note the distinguishable features (e.g. mature trees and shrubs), and observe the configuration guidelines.
 - Homesites [BIMC 17.12.060](#)
[Definitions BIMC 17.28](#)
“Homesite” means that portion of a lot depicted on the face of a plat that is intended for development of the primary residential dwelling and accessory dwelling unit and necessary infrastructure within a subdivision. Other accessory buildings and uses other than the primary

residence and accessory dwelling unit can occur outside of the homesite area, natural area and community space.

- Homesite Clustering BIMC Table [17.12.060-1](#)
 5 – 9 lots with maximum required natural area: 0 / site disturbance limited to 35% of site
 5 – 9 lots with less, R-1 = 50 ft, R-2 = 25 ft

- General Residential Subdivision Standards [BIMC 17.12.070](#)
 - Dimensional Standards Table 17.12.070-1

Lot Area	Not served by public sewer system: Minimum individual lot area is determined by the Kitsap Public Health District.	As determined by Health District.
Base Density	Minimum square feet, in the aggregate	R-1 40,000 R-2 20,000
Natural Area	Minimum % of total site area	R-1 45% R-2 30%
	Minimum width	50 ft
Community Space	Minimum % of total site area Not required if required natural area is provided	R-1 7.5% R-2 10%
Homesite	Maximum square feet	R-1 7,500 to 10,000 R-2 6,500
Home Size	Maximum	N/A
Lot Coverage	Maximum % of lot area	R-1 15% R-2 20%
Minimum Setbacks		
Building to homesite boundary, building 1,600 sf or less	Minimum / Total	5 ft / 10 ft
Building to homesite boundary, building 1,601 sf or more	Minimum / Total	R-1 10 ft / 25 ft R-2 10 ft / 20 ft
Building outside homesite to exterior plat boundary	Minimum	25 ft
Homesite to exterior plat boundary	Minimum	R-1 25 ft R-2 15 ft

Homesite to edge of arterial and collector right-of-way	Minimum	25 ft (Crystal Springs and Baker Hill, respectively)	
Building outside homesite to edge of collector and arterial right-of-way	Minimum	40 ft (Crystal Springs and Baker Hill, respectively)	
Building (other than shared garage) to subdivision access	Minimum	10 ft	
Shared garage to subdivision access road	Minimum	0 ft	
Between shared garages	Minimum	10 ft	
Shoreline Jurisdiction	See Table 16.12.030-2 , Dimensional Standards Table, and BIMC 16.12.030 .B.3.i, shoreline structure setbacks.		

- Circulation and Access IWTP: [Facilities not required on Baker Hill Road and Crystal Springs – see Public Works comment](#)

- ❖ Multimodal facilities shall be consistent with the applicable standards of the “City of Bainbridge Island Design and Construction Standards and Specifications.”

- Fencing

Fencing within perimeter or roadside buffers or at the exterior boundary of a subdivision shall meet the requirements of low-impact fencing in accordance with the definition in BIMC [17.28.020](#). Sight-obscuring fencing is prohibited at the exterior boundary of a subdivision.

- Perimeter Buffer – [R-1 25 ft, R-2 15 ft](#)

- ❖ Not required along public rights-of-way.
 - ❖ Shall be maintained as a “no cut/no build zone.” The tree retention, protection, and replacement requirements of BIMC [18.15.010](#).C apply to perimeter buffers unless modified by this section.
 - ❖ The minimum width for single-family subdivisions shall be the width of the minimum homesite boundary to exterior plat boundary required in accordance with Table [17.12.070-1](#) or as determined by an administrative departure.
 - ❖ No additional planting is required for single-family subdivisions unless the width of the home homesite boundary to exterior plat boundary is less than the minimum required through an administrative departure and existing vegetation does not provide an effective visual screen.
 - ❖ No structures, buildings, or parking facilities may be located within perimeter buffers, except that utility lines and trails may be located within perimeter buffers, provided no significant trees are removed.
 - ❖ Perimeter buffers may be included as a portion of the required Natural Area.

- Roadside Buffer – [40 ft from both Crystal Springs and Baker Hill ROW](#)

- Design Diversity – [4 – 8 homes, two plans at a minimum, 20 % of homes must be at least 25 % smaller than average home size.](#)

Dimensional Standards BIMC 18.12
<ul style="list-style-type: none"> • Modifications to Required Setbacks and Heights BIMC 18.12.040 • Rules of Measurement BIMC 18.12.050
Development Standards and Guidelines BIMC 18.15
<p>All development shall comply with these standards unless explicitly exempted or other applicable laws impose a more specific standard or criteria. The following sections of the Municipal Code may pose additional development standards, and in the case of conflict between any two or more development standards or criteria, the more specific shall apply: Chapters 15.20 and 15.21 BIMC, stormwater management; Chapter 17.12 BIMC, general subdivision standards</p> <ul style="list-style-type: none"> • Landscaping, Screening, and Tree Retention, Protection and Replacement BIMC 18.15.010 <ul style="list-style-type: none"> ○ Both Perimeter and Roadside landscape buffers shall be pursuant to the standards set forth in BIMC 18.15.010.D.4 (i.e. full screen per BIMC 17.12.070.O.5.b). ○ Planting, Irrigation, and Maintenance Requirements BIMC 18.15.010 H – J ○ See also the Administrative Manual for Land Use Permits (p.6) for detailed information regarding landscape / planting plans and tree valuation.
Department/Agency
Public Works Department:
<ul style="list-style-type: none"> • Development Engineer Paul Nylund provided comment during the conference and Mr. Nylund anticipates providing written comment. Mr. Nylund can be reached at 206.780.3783 or pnylund@bainbridgewa.gov • Survey Program Manager Rob Grant provided comment during the conference Mr. Grant can be reached at rgrant@bainbridgewa.gov or 206.780.3742
Bainbridge Island Fire District Comment:
Deputy Fire Marshal Jackie Purviance provided the attached comment and can be reached at 206.842.7686 or jpurviance@bifd.org



MEMO

Date: June 22, 2022
To: Kelly Tayara, Planning Department
From: Jackie Purviance, Fire Marshal
Re: Baker Hill 7 PRE PLN52091

The submittal has been reviewed resulting in the following comments. A formal review will be completed at time of building permit submittal.

1. Any future development shall comply with all provisions of the adopted Fire Code.
2. Private fire apparatus access roads shall be not less than 12' wide drivable surface with 13.5 feet overhead clearance.
3. Fire apparatus access roads shall be designed and maintained to support the imposed loads of fire apparatus and shall be surfaced to provide an all-weather surface.
4. The grade of existing private fire apparatus access roads shall not exceed 12%. Private fire apparatus access roads where grades are greater than 12% but not exceeding 15% shall be paved, or in lieu of paving, shall have an automatic fire sprinkler system installed in any new structure. Grades exceeding 15% will require the fire apparatus access road to be paved, all new structures to be equipped with automatic fire sprinkler systems, and special approval by the fire code official.
5. Residential Fire Sprinklers, a fire hydrant, or NFPA 1142 will be required to meet fire flow for future development.
6. All new buildings in excess of 3,600 square feet total floor area are required to install an automatic fire sprinkler system.



CITY OF
BAINBRIDGE ISLAND

Planning Commission Special Meeting Agenda Bill

MEETING DATE: July 28, 2022

ESTIMATED TIME: 45 Minutes

AGENDA ITEM: (7:45 PM) Ordinance No. 2022-14 related to Electric Vehicle Charging Zoning Code Amendments

AGENDA CATEGORY: Ordinance

PROPOSED BY: Autumn Salamack

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

PREVIOUS COUCIL REVIEW DATE(S):

RECOMMENDED MOTION:

Option 1: I move to schedule Ordinance No. 2022-14 for additional discussion on August 11, 2022 and for a public hearing on August 25, 2022.

Option 2: I move to schedule Ordinance No. 2022-14 for a public hearing on August 25, 2022.

SUMMARY:

The City proposes infrastructure requirements for new or expanded multifamily, institutional, commercial or mixed use development, including the electrical capacity and pre-wiring to make possible the future installation of electrical vehicle charging stations. The proposed draft ordinance outlines proposed zoning amendments to facilitate additional electric vehicle charging infrastructure for small residential, multifamily and nonresidential buildings. The proposed code amendments include requirements for both parking spaces with electric vehicle supply equipment installed and parking spaces provided with sufficient electrical infrastructure to allow for the future installation of electric vehicle supply equipment. The proposed draft ordinance was developed based on the model electric vehicle charging code from the Regional Code Collaboration.

Staff requests feedback from the Planning Commission on the following discussion items:

- The appropriate threshold and types of projects for EV Ready requirements
- Parking space requirements for installation of both EV supply equipment (charging stations) and EV Ready electrical work
- Potential exemptions for requirements
- Potential incentives for doing more than required (such as installing DC fast charging stations)
- Other issues/topics of consideration for inclusion in the ordinance prior to a public hearing

BACKGROUND: The 2020 Climate Action Plan (CAP) includes goals, targets, and recommended actions regarding increasing the use of electrical vehicles and creating the infrastructure to support the transition to electric vehicles. The CAP includes a goal to "Reduce GHG emissions from motorized transportation, including through electrification of all modes (on-road, off-road, and ferries) and encourage reduction of air travel," with the following target: "By 2045, 80% of

registered vehicles on Bainbridge Island will be either electric vehicles or plug-in hybrid electric vehicles.” Action 4.B.2.a. in the CAP also calls for the city to "Evaluate current code to see if a need to increase the number of EV-charge-ready for all new development/major renovations and multifamily units/commercial development include EV charging infrastructure."

At the state level, Govern Inslee signed a bill (SB 5974 – 2021-22) establishing a state target that all publicly owned and privately owned passenger and light duty vehicles of model year 2030 or later that are sold, purchased, or registered in Washington state be electric vehicles (EVs).

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

Both the City’s CAP and the Sustainable Transportation Plan adopted by Council in March 2022 provide policy direction to support the use of electric vehicles. While policy direction also prioritizes walking, bicycling, transit, and shared vehicles over private cars, zero-emission vehicles are clearly prioritized over fossil-fueled vehicles for their higher efficiency and reduced air quality impacts.

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

Several communities in the region have adopted EV Ready codes and the Regional Code Collaboration drafted model Zoning Code amendments for all buildings for reference by local jurisdictions.

ATTACHMENTS:

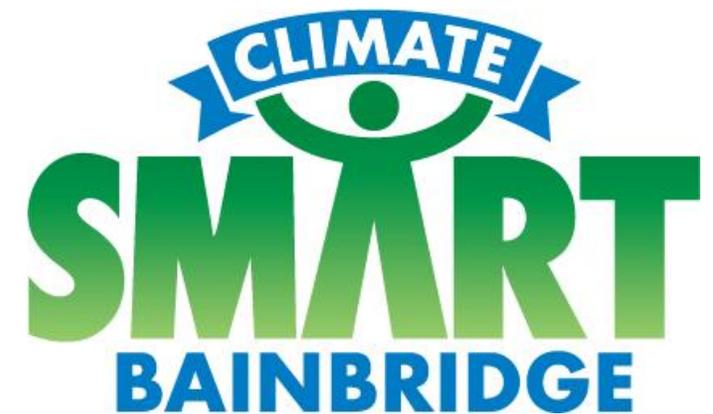
EV Ready Code for Bainbridge Island

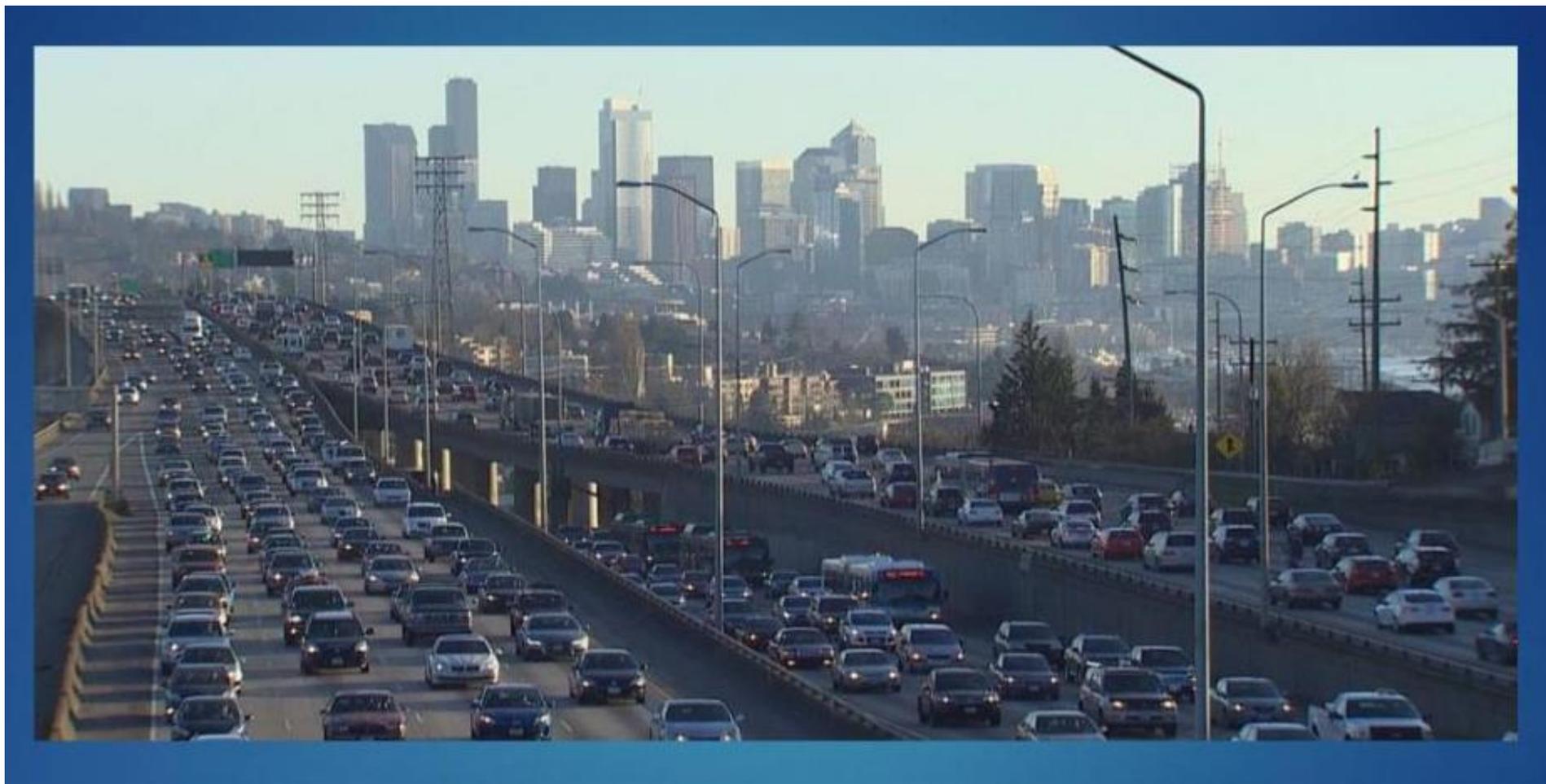
July 28, 2022

Autumn Salamack
Climate Mitigation & Adaptation Officer



CITY OF
BAINBRIDGE ISLAND





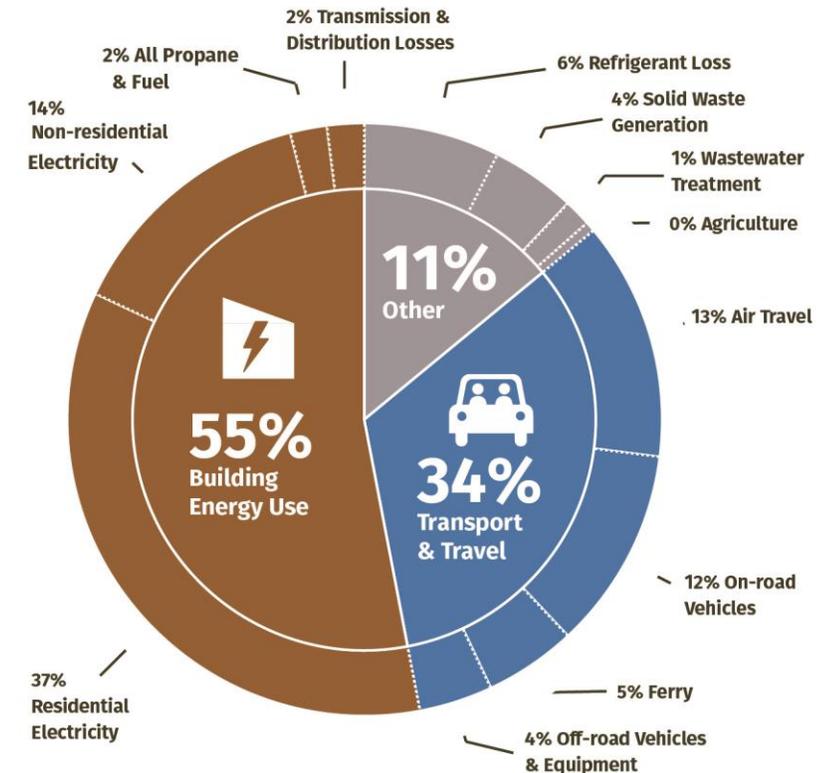
Nearly 50% of greenhouse gas (GHG) emissions in the Puget Sound region come from transportation. Transitioning to zero-emission transportation technologies could significantly reduce GHG emissions and provide significant savings in terms of avoided health harms, saving lives, reducing asthma attacks and preventing lost work days.

Bainbridge Island Policy Goals

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

Community Overall Emissions

233,998 MTCO₂e



WA State Clean Transportation Policies/Goals Supporting Local Adoption

- Washington requiring automakers derive up to 8% of sales from EVs by 2025
- All publicly owned and privately owned passenger and light duty vehicles of model year 2030 or later that are sold, purchased, or registered in Washington state must be electric vehicles
- Clean Energy Transformation Act (CETA, 2019) ensures that electricity supplies, including that fueling transportation, will be 100% renewable/non-emitting by 2045

Current & Future Electric Vehicle Adoption

EVs in Bainbridge Island

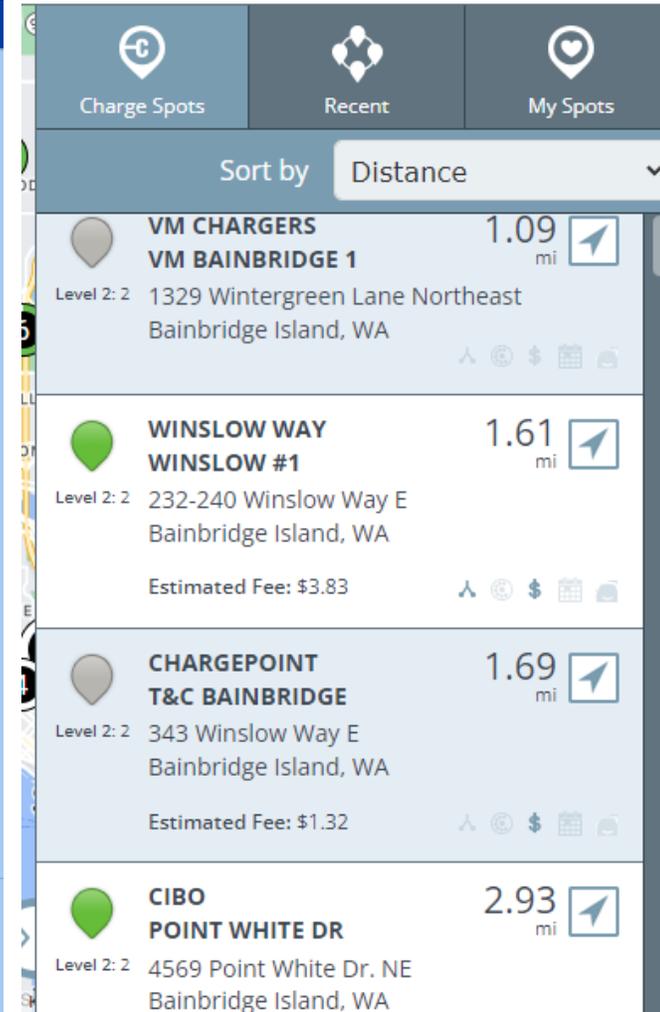
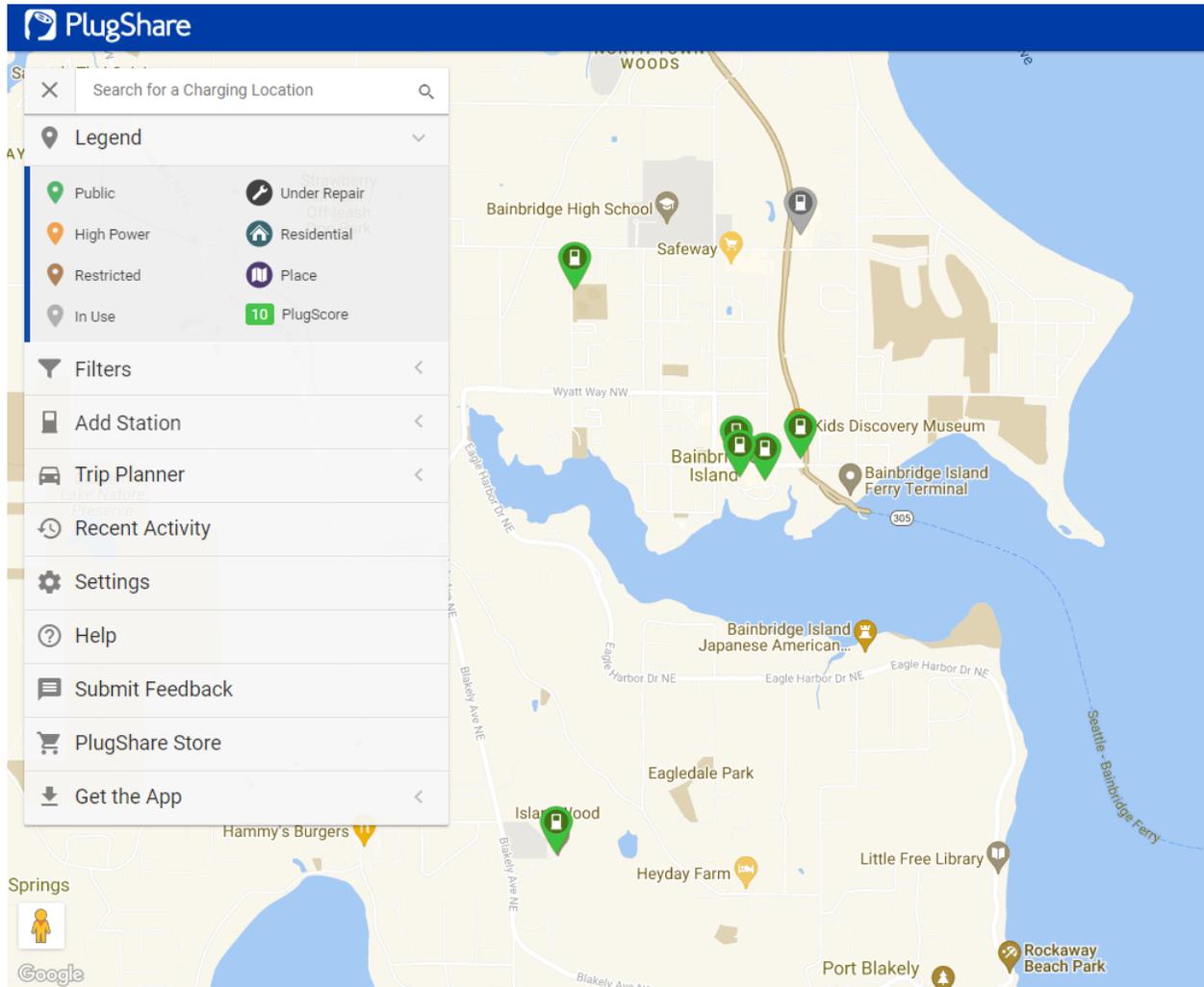
- ~1,132 personal EVs registered as of June 2022



EV Production

- Auto manufacturers are on board
- Within the next few years:
 - Ford to offer 40 EV models
 - GM to offer 20 all-electric EV models
 - Volvo and Mercedes to offer their entire portfolios EV

Current EV Chargers



Charging Locations & Equity

Predominant charging place: Single detached homes

Secondary: Work places



Where EV charging needs to grow:

- Work places
- Apartments
- Urban areas/areas with larger numbers of renters and unassigned parking are anticipated to need more shared access charging (public or private).

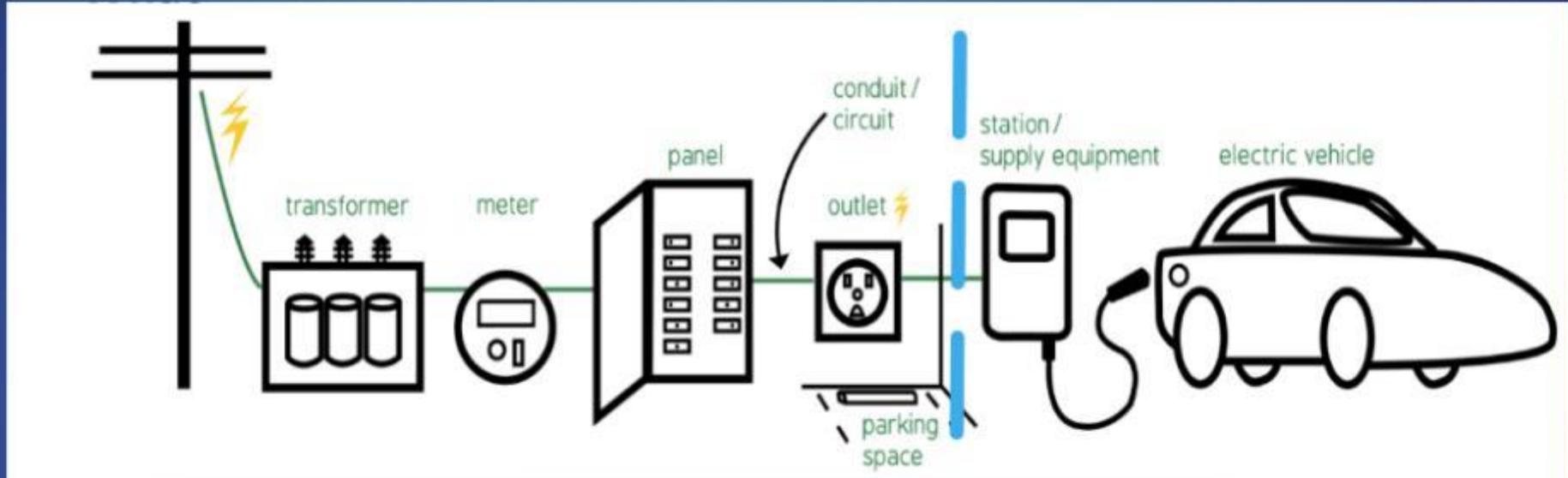
Equity consideration

- Lower-income individuals live disproportionately in multiunit dwellings
- Property managers less likely to install/maintain EV charging unless \$\$ advantage

**Focusing solely on SF exacerbates equity concerns with EV access and related operating cost/health benefits which results in widening the demographic disparity in EV ownership*

EV Infrastructure Tiers

EV Capable: Provide electrical panel capacity & conduit/raceways



EV-Ready

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

EVSE Installed

(Electric vehicle supply equipment)

-AKA EV charging station

EV-Ready & Capable Costs per Stall

EV-Ready: The design/installation costs of EV related infrastructure at the time of development is far less expensive than retrofits

SF/Duplex EV-Ready: \$50 - \$300 per space

MF EV-Capable:

- \$760 for surface parking
- \$280 for enclosed parking

Commercial EV-Ready:

- \$1,330 for surface parking
- \$1,380 for enclosed parking



Equipment costs:

Level 2 charger: ~\$7-10,000 per charger

Additional alteration costs due to: Breaking/repairing walls, parking, & sidewalks; upgrading electric service panels; and additional permitting/inspections

City of Oakland New Construction vs. Retrofit Costs

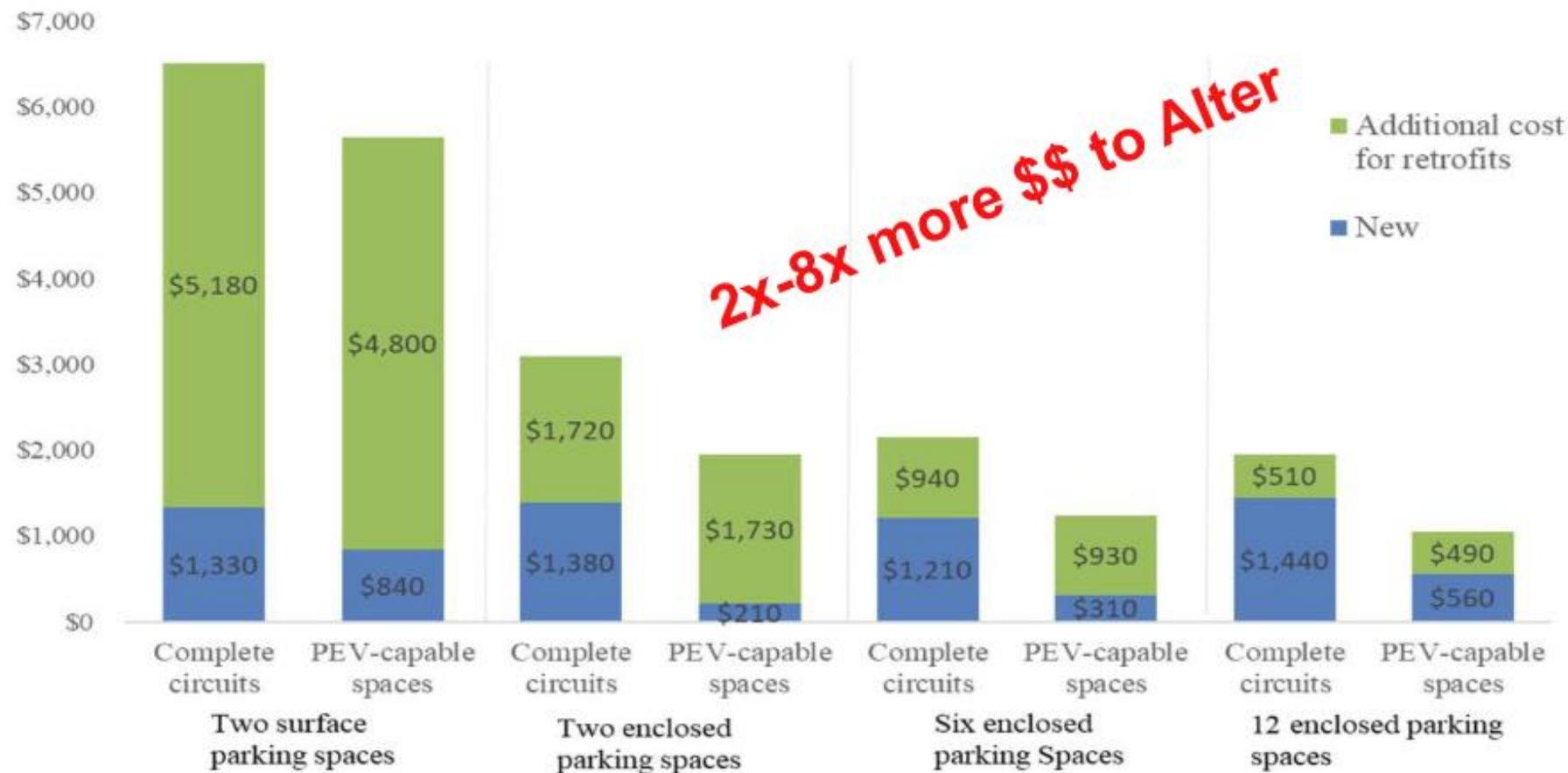


Figure 1. Retrofit costs per parking space are two to eight times higher than new construction costs when installing PEV Charging Infrastructure, Costs are adjusted from 2016 to 2018 based on RS Means Historical Cost Indexes. *Source: Pike and Steuben, 2016*

Utility Impact Costs

The need for transformer upgrades for EV charging infrastructure is uncommon:

- Developers can designate a blank space for a meter to serve future EV charging energy demand
- Larger building with 3-phase power do not require transformer upgrades



- Buildings with 9 units or less using dedicated transformers to manage EV loads may pay \$2,200 to \$3,500 – typically happens in SF-TH development sites

*SF: single family
TH: townhomes*

Regulation Considerations:

- Do not overbuild too fast
- Maintain equity
- Requirement thresholds for alterations to existing MF
- Allow for reductions for certain utility upgrades
- Ways to incentivize?
- Possible trigger: Substantial upgrades to electrical panel
- Longer policy plans for requiring EV in existing buildings – regulation date
- Requiring higher amperage circuit vs. transformer capacity
- Communication infrastructure security: direct connections to building vs. cellular
- Where should this code land? Zoning...Building....



MF: multi-family

Planning with PSE

- Need to balance EV growth with building energy use/conservation
- PSE EV tariffs currently in review to support additional installation of EV supply equipment (chargers) across all customer classes

PSE PUGET SOUND ENERGY **UP & GO** ELECTRIC

BROWSE VEHICLES COMPARE VEHICLES INCENTIVES CHARGING STATIONS EV GUIDE

Electric Vehicle Incentives

As a Washington resident, your new or used electric vehicle purchase may be eligible for a range of incentives, including rebates and tax credits.

[PERSONALIZE INCENTIVES](#)

<p>TAX CREDIT</p> <p>\$2,500 - \$7,500</p> <p>Federal Tax Credit</p> <p>Tax credit for the purchase of a new plug-in electric drive motor vehicle. Credit amount depends on the car's battery capacity.</p>	<p>TAX EXEMPTION</p> <p></p> <p>Washington State EV Infrastructure Tax Exemption</p> <p>Washington sales and use taxes do not apply to the labor and services for purchasing and installing EV infrastructure, including home charging stations.</p>	<p>TAX EXEMPTION</p> <p>Up to \$1,300</p> <p>Washington State EV Tax Exemption</p> <p>New passenger cars, light-duty trucks, and medium-duty passenger vehicles that are dedicated AFVs and under \$45,000 are exempt from state motor vehicle sales and use taxes. For used vehicles, the price must be below \$30,000. Conditions and limitations apply.</p>
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Who has EV Ready Code....

- Kitsap County (in progress)
- King County
- Seattle
- Issaquah
- Edmonds
- Port Angeles
- 25+ California communities
- Portland, Eugene, Salem, Gresham
- And more.....

Lots of variation in requirements

- EV capable, EV ready, EVSE installed
- 5%, 10%, 20%, 30%, 40% of spaces

RCC Model Code

Residential Electric vehicle (EV) charging infrastructure

Use	Number of EVSE Parking Spaces	Number of EV-Ready Parking Spaces
New Single Family, Duplex, Townhouse (R-3 occupancies)	NA	1 per dwelling unit
New Multifamily (R1 and R-2, & I-2 occupancies)	10% of total parking spaces	30% of total parking spaces
Existing multifamily buildings proposed for expansion (R1, R-2, & I-2 occupancies)	10% of total parking spaces	20% of total parking spaces

Nonresidential Electric vehicle (EV) charging infrastructure

Use	Number of EVSE Parking Spaces	Number of EV-Ready Parking Spaces
New Nonresidential buildings	5% of total parking spaces	10% of total parking spaces
Existing nonresidential buildings proposed for expansion	5% of total parking spaces	10% of total parking spaces
New Paved Surface Parking Lots and Parking Garage Uses	5% of total parking spaces	10% of total parking spaces

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

Example Impacts for Local Projects

Project	Project Size	Status	# of Parking Spaces Provided	Model EV Ready Code Provisions		Project Type
				# of EVSE Parking Spaces	# of EV Ready Parking Spaces	
BLIS	107-unit apartment building; 25 townhomes	Construction Nearly Complete	187	19	57	New Multifamily
Ravenwood	5 townhome subdivision	Land Use Review	6	0	5	New Single-family
HRB Ericksen	18-22 apartments; 100% affordable housing	Preapplication	10-18 (TBD)	1-2	3-6	New Multifamily
City Police/Court Facility	Remodel and small expansion to convert medical building to Police/Court Facility, Approx. 18,000 sq. ft. total	Under Construction	73	4	8	Nonresidential Remodel
Messenger House	Large addition to an existing health care facility, Approx. 93,255 sq. ft. total	Under Construction	71	4	8	Nonresidential Remodel & Addition
New Brooklyn Gardens	New (approx. 100,000 sq. ft.) Business/Industrial building above parking	Preapplication	261	14	27	New Commercial

Topics for Discussion

- What is the right threshold – new construction and expansion/substantial improvement?
- Require for parking lot-only improvements (like regrading)?
- Appropriate residential use categories?
- Higher standards for government/public buildings?



Discussion: right number of spaces to start with?

Residential Electric vehicle (EV) charging infrastructure

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

Topics for Discussion

- Any exemptions to include (such as for affordable housing)?
- Maintain car sharing parking space requirements as well? Or enhance to require EV car sharing?

- Any incentives to include?

Kitsap Example

1. The provision of Level 3 charging stations (“fast” chargers) – 480 volts rather than Level 2 charging stations shall allow for the reduction of required parking on the site of 5%.
2. If one EV charging station is provided for every 5 required parking stalls, the required vehicle parking may be reduced by 5%.
3. For projects with 250 or more required parking stalls, if one EV charging station that would allow for a passenger truck towing a trailer to be charged is installed (pull-through or double length stall with charger located to the side), the required vehicle parking may be reduced by 5%.

Next Steps

- Public Hearing August 25th
- Review with Council in fall/winter 2022

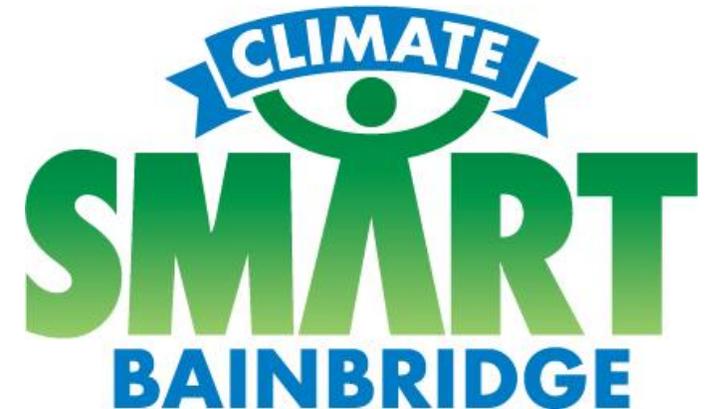
Autumn Salamack

asalamack@bainbridgewa.gov

www.bainbridgewa.gov/climateaction



CITY OF
BAINBRIDGE ISLAND



ORDINANCE NO. 2022-14

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

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

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

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

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

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

WHEREAS, the Planning Commission held a public hearing on Ordinance No. 2022-14, on XXXX, 2022, and after closing the public hearing, recommended XXX of Ordinance No. 2022-14 to the City Council; and

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

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

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

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

B. General Requirements.

1. Driveways, parking, and walkways shall accommodate pedestrians, motor vehicles and bicycles used by occupants or visitors of a structure or use. Location is subject to review of the planning and engineering departments.
2. No building permit shall be issued until the applicant has submitted satisfactory plans demonstrating that required parking facilities will be provided and maintained.
3. Unless authorized by a conditional use permit or this title, the use of property in a residential zone for commercial parking is prohibited.
4. All driveways and other parking areas, except those serving single-family residences, shall be surfaced with permanent materials acceptable to the public works department, and shall be designed to manage stormwater runoff in accordance with Chapter 15.20 BIMC.
5. Residential parcels are encouraged to have two-track driveways (also known as Hollywood or wheel strip driveways).
6. Unless approved by the director, only a single access to public right-of-way is allowed for an individual lot. More than one access may be allowed by the director if the director determines, based on drawings or other information submitted by the applicant, that (a) the proposed site access includes measures that mitigate any identified negative impacts or effects that would result from the additional access point(s); and (b) the additional access point(s) will improve on-site or off-site traffic flow or is necessary for, or will help facilitate, compliance with other requirements of this chapter.
7. Joint use of required access ways with adjacent properties is encouraged. The director may approve joint access if the applicant demonstrates to the satisfaction of the director that the joint access (a) will promote the orderly development of the surrounding area; or (b) will help reduce or avoid cumulative adverse impacts that would result from each property accessing the right-of-way separately; and (c) will not create a safety hazard.
8. With the exception of single-family and duplex buildings on individual lots, access and parking spaces shall be designed so that no backing movement by a vehicle, except emergency and service and delivery vehicles, shall be allowed onto a public right-of-way; provided, that the director may waive this requirement where no reasonable design alternative exists.
9. No parking space may block access to other parking spaces unless tandem parking has been approved for a single residence or individual dwelling units of a multifamily structure.

10. On-street parking created or designated in conjunction with and adjacent to a project may be included in the parking space calculation upon approval of the director.
11. When ~~a new~~ or expanded multifamily, institutional, commercial or mixed use development is required to provide parking for more than 10, 25 cars, at least one parking space near the entrance must be reserved and signed for use by a shared-car program or the development shall integrate electric vehicle charging infrastructure as required in 18.15.020.C.3 station.
12. When a new multifamily, institutional, commercial or mixed use 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.
- ~~13~~ 12. For all development except for single-family residential, the required parking for two or more complementary uses may be reduced up to 50 percent when provided by a common parking lot, but may not be reduced below the highest parking requirement. The reduction shall be reviewed and authorized by the director of planning and community development together with a site plan and design review permit, building permit, or business license, depending on when the parking space reduction is proposed.

Section 2. Section 18.15.020.C. of the Bainbridge Island Municipal Code is hereby amended to read as follows:

3. Electric vehicle (EV) charging infrastructure. Electric vehicle charging infrastructure shall be provided for new or expanded residential, institutional, commercial or mixed use buildings, and new paved surface parking lots and parking garages according to this section and Tables 18.15.020-3, 4 and 5.
 - a. Electric vehicle charging infrastructure shall be provided according to Tables 18.15.020-3 and 18.15.020-4. For developments that have mixed residential and nonresidential uses, parking associated with residential uses shall meet the requirements of Table 18.15.020-3, and parking associated with nonresidential uses shall meet the requirements of Table 18.15.020-4. Electric vehicle infrastructure is required to be installed in accordance with provisions of the Washington State Building Code 51-50-0429.
 - b. Rounding. When calculating the number of required EV-ready or EVSE parking spaces, any fraction or portion of an EV-ready or EVSE parking space required shall be rounded up to the nearest whole number.
 - c. An EVSE parking space does not count as an EV-ready parking space for the purposes of meeting the requirements of this section.

- d. When EVSE parking spaces are required, 5 percent, but no less than one of the EVSE parking spaces shall be designed to be accessible. Accessible charging stations shall have the dimensions required in the building code for accessible parking stalls. The electric vehicle charging infrastructure may also serve adjacent parking spaces not designated as accessible parking.
- e. Where EV-ready 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.
- f. Where an electric vehicle load management system is installed to fulfill the requirements of Table 18.15.020-3 and Table 18.15.020-4, the maximum number of EVSE parking spaces that may be connected to the same electrical circuit in the building is as shown in Table 18.15.020-5.
- g. Nothing in this section shall be construed to modify the minimum number of off-street motor vehicle parking spaces required for specific uses or the maximum number of parking spaces allowed, as set forth in 18.15.020.C.
- h. All EVSE parking spaces shall have designated signage and pavement markings per RCW 46.08.185.
- i. 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”.

Table 18.15.020-3 Residential Electric vehicle (EV) charging infrastructure

<u>Use</u>	<u>Number of EVSE Parking Spaces</u>	<u>Number of EV-Ready Parking Spaces</u>
<u>New Single Family, Duplex, and Townhouse residences (R-3 occupancies)</u>	-	<u>1 per dwelling unit</u>
<u>New Multifamily (R1 and R-2, & I-2 occupancies)</u>	<u>10% of total parking spaces</u>	<u>30% of total parking spaces</u>
<u>Existing multifamily buildings proposed for expansion (R1, R-2, & I-2 occupancies)</u>	<u>10% of total parking spaces</u>	<u>20% of total parking spaces</u>

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

Table 18.15.020-4 Nonresidential Electric vehicle (EV) charging infrastructure

<u>Use</u>	<u>Number of EVSE Parking Spaces</u>	<u>Number of EV-Ready Parking Spaces</u>
<u>New Nonresidential buildings</u>	<u>5% of total parking spaces</u>	<u>10% of total parking spaces</u>
<u>Existing nonresidential buildings proposed for expansion.</u>	<u>5% of total parking spaces</u>	<u>10% of total parking spaces</u>
<u>New Paved Surface Parking Lots and Parking Garage Uses</u>	<u>5% of total parking spaces</u>	<u>10% of total parking spaces</u>

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

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Table 18.15.020-5 Maximum Number of EVSE Per Circuit Breaker Rating

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

Section 3 Chapter 18.36.030 of the Bainbridge Island Municipal Code is hereby amended to add the following definitions:

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

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

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

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

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

Section 4. Severability. Should any section, paragraph, sentence, clause, or phrase of this ordinance, or its application to any person or circumstance, be declared unconstitutional or otherwise invalid for any reason, or should any portion of this ordinance be preempted

by state or federal law or regulation, such decision or preemption shall not affect the validity of the remaining portions of this ordinance or its application to other persons or circumstances.

Section 5. This ordinance shall take effect and be in force five (5) days from its passage and publication as required by law.

PASSED by the City Council this XXX.

APPROVED by the Mayor this XXX.

ATTEST/AUTHENTICATE:

Christine Brown, CMC, City Clerk

FILED WITH THE CITY CLERK:
PASSED BY THE CITY COUNCIL:
PUBLISHED:
EFFECTIVE DATE:
ORDINANCE NUMBER: 2022-14

Examples of EV Ready Codes from Other Communities As of July 2022

[Edmonds](#) (Adopted 2022)

17.115.040 Required facilities.

Table 17.115.040: Electric Vehicle Charging Infrastructure Requirements

Type of Use	Number of EV Capable Parking Spaces	Number of EV Ready Parking Spaces	Number of EV Installed Parking Spaces
Single-family dwelling units ¹	N/A	1 per dwelling unit	N/A
Multiple dwelling units ¹	40% of parking spaces	40% of parking spaces	10% of parking spaces
Nonresidential uses	40% of parking spaces	0% of parking spaces	10% of parking spaces

[Issaquah](#) (Adopted 2021)

18.09.140 Electric vehicle charging parking provisions.

Table A.1 Residential Electric Vehicle (EV) Charging Infrastructure

Use ¹	Number of EVSE Parking Spaces	Number of EV-Ready Parking Spaces
New multifamily (R1 and R-2, and I-2 occupancies) and any other multi-unit residential building not meeting the definition of “multifamily residential building” under the state building code, RCW 19.27.015(4)	10% of total parking spaces	30% of total parking spaces
Existing multifamily buildings undergoing substantial improvement ² (R1, R-2, and I-2 occupancies) and any other multi-unit residential building not meeting the definition of “multifamily residential building” under the state building code, RCW 19.27.015(4)	10% of total parking spaces	20% of total parking spaces

¹ Occupancies in the “Use” column are as defined in the International Building Code and International Residential Code.

² “Substantial improvement” is as defined by IMC [18.02.110](#).

Table A.2 Nonresidential Electric Vehicle (EV) Charging Infrastructure

Use	Number of EVSE Parking Spaces	Number of EV-Ready Parking Spaces
New nonresidential buildings	5% of total parking spaces	10% of total parking spaces

Table A.2 Nonresidential Electric Vehicle (EV) Charging Infrastructure

Use	Number of EVSE Parking Spaces	Number of EV-Ready Parking Spaces
Existing nonresidential buildings undergoing substantial improvement ¹	5% of total parking spaces	10% of total parking spaces
New surface parking lots (not gravel) and parking garage uses	5% of total parking spaces	10% of total parking spaces

¹ "Substantial improvement" is as defined by IMC [18.02.110](#).

[Port Angeles](#) (Adopted 2021)

14.40.046 - Electric vehicle parking space requirements.

ELECTRIC VEHICLE PARKING REQUIREMENT TABLE "14.40-2"

Use	Minimum Number of EV Parking Spaces	Minimum Number of EV-Capable Parking Spaces	Note
Single-household, cottage, and townhouse	None	1 per unit	EVSE may be in the form of 240-volt power outlets. Networked EVSE is not required.
Duplex	None	1 per two units	
Multi-family with 10 or more dwelling units	None	30% of spaces	EVSE may be in the form of 240-volt power outlets. Networked EVSE is not required.
Non-residential use with 3,000 gross square feet floor area or more (including hotels)	None	10% of spaces 2 spaces minimum	Networked EVSE is encouraged but not required.
Parking facility (primary use)	None	10% of spaces 4 spaces minimum	Networked EVSE is required.

[King County](#) (Adopted 2021)

EV Parking Requirements						
Use	Type of Development			EVSE Parking ¹	EV-Ready ¹	Additional Elect. Capacity <i>NEW buildings only for Electrical Rooms, if present⁵</i>
	New	Substantial Improvement ²	Parking Area Expansion ³			
	<i>X indicates the requirements apply</i>					
Townhouse ⁴	X	N/A	N/A	N/A	1 space per unit	N/A
Apartment building ⁴	X	X	X	10%	25%	N/A
Group residential or temporary lodging ⁴ See K.C.C. 21A.08.030.	X	X	X	5%	10%	5%
Nonresidential building	X	X	X	5%	10%	5%
Commuter parking lot or automotive parking	X	X	X	5%	10%	N/A

¹ Percentage requirements only apply to uses that require off-street parking. Requirements apply to the total number of parking spaces to be provided, whether onsite or off-site.

² Any maintenance, repair, structural modification, addition or other structural improvement the cost of which equals or exceeds 50% of the structure's market value before the improvement or repair is started. See KCC 21A.06.1270

³ Paved surface parking expanded by 50% or more.

⁴ EV-charging infrastructure requirements do not apply to townhouse, apartment, group residential or temporary lodging uses that: consist of four or fewer units; do not exceed two stories in height; and are less than 5,000 square feet in area. However, apartment buildings classified as an R-2 occupancy may still need to comply with Washington State EV parking requirements; see WAC 51-50-0427 for more information.

⁵ For electrical rooms serving new buildings that provide onsite parking, as required by WAC 51-50-0427. The percentage indicates the number of additional parking spaces for which the electrical room must provide capacity for future EV chargers, in addition to other EV parking requirements in this table. Please note that additional capacity requirements do not apply to Group U (Utility) and Group R-3 (Residential-3) occupancies. For Group A (Assembly), E (Education), or Group M (Mercantile) occupancies, this requirement only applies to designated employee parking spaces. Please see Washington State Building Code Chapter 3 for use definitions. Developments without electrical rooms do not have additional capacity requirements.

[Kitsap County](#) (currently in development)

The Kitsap County Community Development Department is developing revisions to [Kitsap County Code Chapter 17.490 Off-Street Parking and Loading](#) to encourage and require new development and applicable redevelopment to install facilities for bicycle parking and electric vehicle charging. This project builds on [suggested changes for bicycle parking presented by the Kitsap County Non-Motorized Facilities Committee in early 2021](#).

[June 22, 2022 Draft:](#)

New section 17.490.080 Electric Vehicle Charging Standards

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

17.490.030 Number of spaces required. (new subsection)

A. Deviation from required spaces.

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