



KING COUNTY

1200 King County Courthouse
516 Third Avenue
Seattle, WA 98104

Signature Report

Ordinance 19316

Proposed No. 2020-0417.3

Sponsors Kohl-Welles, Dunn and Dembowski

1 AN ORDINANCE relating to electric vehicle parking
 2 regulations in residential and nonresidential development in
 3 unincorporated King County; adding new sections to
 4 K.C.C. chapter 21A.06 and adding a new section to K.C.C.
 5 chapter 21A.18.

6 BE IT ORDAINED BY THE COUNCIL OF KING COUNTY:

7 **SECTION 1. Findings:**

8 A. A 2020 report from the American Lung Association found that "widespread
 9 transition to zero-emission transportation technologies could produce emission reductions
 10 in 2050 that could add up to \$72 billion in avoided health harms, saving approximately
 11 6,300 lives and avoiding more than 93,000 asthma attacks and 416,000 lost work days
 12 annually due to significant reductions in transportation-related pollution."

13 B. King County's 2015 Strategic Climate Action Plan highlights the importance
 14 of reducing transportation emissions, identifying increased electric vehicle charging as a
 15 strategy that could yield a notable greenhouse gas reduction and upon which local
 16 government could have a strong direct influence.

17 C. The King County executive has proposed a goal that every passenger-class
 18 vehicle sold in King County be electric by 2035.

19 D. King County is working to reduce transportation-related emissions with a

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20 broad coalition of stakeholders including King County cities, utilities, businesses, labor
21 and those communities most disproportionately impacted by climate change and poor air
22 quality.

23 E. The 2019-2020 Biennial Budget Ordinance, Ordinance 18835, Section 84, as
24 amended by Ordinance 19021, Section 46, Proviso P8, requires that \$100,000 of the
25 appropriation shall not be expended or encumbered until the King County executive
26 transmits a report on options to require, incentivize or otherwise ensure electric-vehicle-
27 charging infrastructure in new multifamily construction and other development proposals
28 that include expansion of parking areas in the unincorporated area and an ordinance that
29 would establish requirements to ensure that new parking areas are designed to include
30 some amount of electric vehicle charging infrastructure to account for increased use of
31 electric vehicles in the future. The report and ordinance are also required to be developed
32 in consultation with stakeholder groups, including representatives of the building and
33 electric vehicle industries and utilities. The requirement to transmit the report and
34 ordinance as outlined in the proviso is also codified in K.C.C. 18.22.010.

35 F. The executive transmitted to the council a report on options to require,
36 incentivize or otherwise ensure electric-vehicle-charging infrastructure in new
37 multifamily construction and other development proposals that include expansion of
38 parking areas in the unincorporated area.

39 G. This ordinance establishes requirements to ensure that new parking areas are
40 designed to include some amount of electric-vehicle-charging infrastructure to account
41 for increased use of electric vehicles in the future.

42 H. During development of the report and ordinance, stakeholder groups were

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43 consulted, including representatives of the building and electric vehicle industries and
44 utilities.

45 NEW SECTION. SECTION 2. There is hereby added to K.C.C. chapter 21A.06
46 a new section to read as follows:

47 Electric vehicle: A vehicle registered for on-road use, primarily powered by an
48 electric motor that draws current from a rechargeable storage source that is charged by
49 being plugged into an electrical current source.

50 NEW SECTION. SECTION 3. There is hereby added to K.C.C. chapter 21A.06
51 a new section to read as follows:

52 Electric-vehicle load management system: A system designed to allocate
53 charging capacity among multiple electric vehicle supply equipment.

54 NEW SECTION. SECTION 4. There is hereby added to K.C.C. chapter 21A.06
55 a new section to read as follows:

56 Electric-vehicle-ready parking space: A parking space that is provided with a
57 minimum 208/240-volt dedicated branch circuit for electric-vehicle supply equipment
58 that is terminated at a receptacle, junction box or electric-vehicle supply equipment
59 within the parking space in order to allow for future installation of electric-vehicle supply
60 equipment.

61 NEW SECTION. SECTION 5. There is hereby added to K.C.C. chapter 21A.06
62 a new section to read as follows:

63 Electric-vehicle supply equipment: The conductors, including the ungrounded,
64 grounded and equipment-grounding conductors, and the electric-vehicle connectors,
65 attachment plugs, personnel protection system and all other fittings, devices, power

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66 outlets or apparatus installed specifically for the purpose of transferring energy between
67 the premises' wiring and an electric vehicle.

68 NEW SECTION. SECTION 6. There is hereby added to K.C.C. chapter 21A.06
69 a new section to read as follows:

70 Electric-vehicle-supply-equipment parking space: A parking space with electric-
71 vehicle supply equipment capable of supplying current at a minimum of 208/240 volts,
72 either by electric-vehicle supply equipment that directly serves the parking space or by
73 adjacent electric-vehicle supply equipment capable of serving multiple parking spaces
74 simultaneously.

75 NEW SECTION. SECTION 7. There is hereby added to K.C.C. chapter 21A.18
76 a new section to read as follows:

77 If this title requires a use to provide off-street parking, the parking area, whether
78 provided on-site or off-site, shall include electric-vehicle-charging infrastructure as
79 follows:

80 A.1. New townhouses shall provide one electric-vehicle-ready parking space per
81 dwelling unit.

82 2. For new or substantially improved buildings for apartment dwelling units, or
83 if paved surface parking area for such buildings is expanded by fifty percent or more, ten
84 percent of total parking spaces shall be electric-vehicle-supply-equipment parking spaces
85 and twenty-five percent of total parking spaces shall be electric-vehicle-ready parking
86 spaces.

87 3. For the following development activities, five percent of total parking spaces
88 shall be electric-vehicle-supply-equipment parking spaces and ten percent of total parking

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89 spaces shall be electric-vehicle-ready parking spaces:

90 a. new or substantially improved buildings for group residential or temporary
91 lodging uses in K.C.C. 21A.08.030, or expansion of paved surface parking area for one of
92 these uses by fifty percent or more;

93 b. new or substantially improved buildings for nonresidential uses, or
94 expansion of paved surface parking area for one of these uses by fifty percent or more;
95 and

96 c. new commuter parking lot or automotive parking, or expansion of paved
97 surface parking area for one of these uses by fifty percent or more.

98 4. The electric-vehicle-charging infrastructure requirements in this section do
99 not apply to common-wall residential buildings that serve townhouse, apartment, group
100 residential or temporary lodging uses and that consist of four or fewer units, do not
101 exceed two stories in height, are less than five thousand square feet in area and have a
102 one-hour fire-resistive occupancy separation between units. New construction of such
103 buildings that serve Group B, Group R-1 hotel and motel only and Group R-2
104 occupancies as defined in the Washington State Building Code are required to meet the
105 provisions of Section 429 of the Washington State Building Code.

106 5. For developments subject to subsections A.2., A.3.a. or A.3.b. of this
107 ordinance, if the total number of parking spaces required by this title is six or fewer, the
108 required electric-vehicle-supply-equipment parking spaces may be replaced by electric-
109 vehicle-ready parking spaces. However, if such a parking area voluntarily exceeds the
110 minimum required number of parking spaces, the parking area shall include the number
111 of electric-vehicle-supply-equipment parking spaces required by this subsection A.

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112 6. When electric-vehicle-charging infrastructure is required for new buildings or
113 substantial improvements to existing buildings, the parking area shall meet the
114 requirements of this section even if construction of additional off-street parking is not
115 required elsewhere in this title.

116 7. For developments that have both residential and nonresidential uses, parking
117 associated with residential uses shall meet the applicable requirements of subsection A.1.,
118 A.2. or A.3.a. of this section, and parking associated with nonresidential uses shall meet
119 the requirements of subsection A.3.b. of this section.

120 8. If a parking reduction is granted as allowed by this title, the required number
121 of electric-vehicle-supply-equipment parking spaces and electric-vehicle-ready parking
122 spaces shall be calculated based on the final total number of parking spaces to be
123 provided.

124 9. An electric-vehicle-supply-equipment parking space required by this section
125 shall not count as an electric-vehicle-ready parking space for the purposes of meeting the
126 electric-vehicle-ready requirements of this section. Each additional electric-vehicle-
127 supply-equipment parking space installed beyond the minimum requirements of this
128 section may count as one electric-vehicle-ready parking space for the purposes of
129 meeting the electric-vehicle-ready requirements of this section.

130 10. When calculating the number of required electric-vehicle-supply-equipment
131 parking spaces and electric-vehicle-ready parking spaces, any fraction or portion of a
132 required electric-vehicle-supply-equipment parking space or a required electric-vehicle-
133 ready parking space shall be rounded up to the nearest whole number.

134 11. When electric-vehicle-supply-equipment parking spaces are required, at

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135 least five percent of the electric-vehicle-supply-equipment parking spaces, but no less
136 than one electric-vehicle-supply-equipment parking space, shall be accessible. The
137 accessible electric-vehicle-supply-equipment parking spaces shall be in addition to any
138 accessible parking spaces required by the Washington state building code. The electric-
139 vehicle-supply-equipment charger serving accessible spaces may include multiple
140 attachment plugs in order to serve adjacent parking spaces not designated as accessible
141 parking.

142 12. For electric-vehicle-ready parking spaces, the branch circuit shall be
143 identified as "Electric-Vehicle Ready" in the service panel or subpanel directory, and the
144 termination location shall be marked as "Electric-Vehicle Ready";

145 B. For townhouse developments containing nine or fewer dwelling units, the
146 director may reduce the requirements of subsection A. of this section where the applicant
147 can prove that the added electrical load to meet the requirements will require an on-site
148 transformer that is pole-mounted, on a slab or in an underground vault. The reductions
149 shall occur as follows:

150 1. The maximum quantity of electric-vehicle-charging infrastructure required to
151 be installed shall be reduced to the maximum service size that would not require the
152 changes to transformation or electrical service in subsection B. of this section; and

153 2. The director may first reduce the number of required electric-vehicle-ready
154 parking spaces at electric-vehicle-ready parking spaces. If this is not sufficient, the
155 director may also then reduce the required level of electric-vehicle-charging
156 infrastructure at electric-vehicle-ready parking spaces from 208/240 volt to 120 volt
157 circuits;

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158 C. Electric-vehicle load management system technology is permitted to be used
159 to support electric-vehicle-supply-equipment parking spaces. Applicants may also use
160 electric-vehicle load management system assumptions in calculating the number of
161 minimum 208/240-volt dedicated branch circuits needed to support electric-vehicle-ready
162 parking spaces required by this section;

163 D. Where electric-vehicle-ready exterior on-grade surface parking spaces are
164 located more than four feet from a building, enclosed conduit raceways shall be extended
165 to a pull box or stub in the vicinity of the designated parking space and shall be protected
166 from vehicles by a curb or other device;

167 E. Nothing in this section shall be construed to modify the minimum number of
168 off-street-motor-vehicle parking spaces required for specific uses or the maximum
169 number of parking spaces allowed, as set forth in K.C.C. chapter 21A.18 or elsewhere in
170 K.C.C. Title 21A; and

171 F. All electric-vehicle-supply-equipment parking spaces shall have designated
172 signage and pavement markings as required under RCW 46.08.185.

173 SECTION 8. A. No later than June 30, 2022, the department of local services, in
174 collaboration with the department of community and human services, shall develop and
175 transmit to the council a report evaluating options for an affordable housing electric
176 vehicle rebate program to help offset the costs to affordable housing developers, owners
177 and operators of implementing this ordinance. The report shall include, but not be
178 limited to:

179 1. A recommendation on the level of affordability, in area median income terms,
180 that the rebate program should serve;

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181 2. An estimate of the annual cost of the rebate program if all development
182 proposals meeting the recommended affordability criteria in subsection A of this section
183 received full rebates, taking historical and anticipated levels of permitting activity into
184 account;

185 3. An evaluation of potential sources of moneys for the program; and

186 4. A recommendation on protocols for the distribution of rebates in the event
187 that rebate requests exceed appropriated funding for the program in any given year.

188 B. The report should be filed in the form of a paper original and an electronic
189 copy with the clerk of the council, who will retain the original and provide an electronic
190 copy to all councilmembers, the council chief of staff and the lead staff to the local
191 services committee or its successor.

192 SECTION 9. Severability. If any provision of this ordinance or its application to

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193 any person or circumstance is held invalid, the remainder of the ordinance or the
194 application of the provision to other persons or circumstances is not affected.
195

Ordinance 19316 was introduced on 1/26/2021 and passed as amended by the Metropolitan King County Council on 7/13/2021, by the following vote:


Yes: 9 - Ms. Balducci, Mr. Dembowski, Mr. Dunn, Ms. Kohl-Welles, Ms. Lambert, Mr. McDermott, Mr. Upthegrove, Mr. von Reichbauer and Mr. Zahilay

KING COUNTY COUNCIL
KING COUNTY, WASHINGTON


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7E1C273CE9994B6...
Claudia Balducci, Chair

ATTEST:

DocuSigned by:

8DE1BB375AD3422...
Melani Pedroza, Clerk of the Council

APPROVED this _____ day of 7/29/2021, _____.

DocuSigned by:

4FBCAB8196AE4C6...
Dow Constantine, County Executive

Attachments: None

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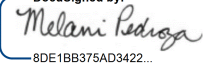
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Browsers:	Final release versions of Internet Explorer® 6.0 or above (Windows only); Mozilla Firefox 2.0 or above (Windows and Mac); Safari™ 3.0 or above (Mac only)
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