

SUMMARY and FISCAL NOTE*

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|--|------------------------------|-------------------------------|
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** Note that the Summary and Fiscal Note describes the version of the bill or resolution as introduced; final legislation including amendments may not be fully described.*

1. BILL SUMMARY

Legislation Title:

AN ORDINANCE relating to land use and zoning; amending Sections 23.22.062, 23.24.045, 23.49.019, 23.54.030, and 23.84A.010 of the Seattle Municipal Code; adding new requirements related to electric vehicle charging infrastructure.

Summary and background of the Legislation:

The Department of Construction and Inspections (SDCI) is recommending amendments to the parking standards in the Land Use Code, to require all new buildings in Seattle that include new off-street parking to provide electric vehicle (EV) charging infrastructure.

The proposal was developed in partnership with the Office of Sustainability and Environment. It was included in Mayor Durkan's 2018 Climate Action Strategy as one of her 12 priority climate actions and is a key milestone in the City's efforts to electrify vehicles in Seattle and put us on the path to meet our carbon neutral goal. The proposal is an important component of the City's strategy to support the electrification of transportation, as established in Council Resolution 31696 in 2016.

The proposed bill would require that a certain portion of new off-street parking provided in association with new buildings include the wiring and power outlets necessary to be considered "EV-ready" to make it easier for someone to install charging equipment/stations there in the future. The required power outlets would provide 208/240 volt, 40-amp power, which is sufficient for "Level 2" charging. The bill would not require installation of charging stations. The number of EV-ready parking spaces required would vary depending on 1) the type of land use, and 2) the type and number of parking facilities provided. The legislation includes the following key components:

- Requires that each private garage or private parking area provided for an individual residence (such as a single-family house, duplex, or townhouse) includes an EV-ready space (a 208/240 volt, 40-amp power outlet);
- Requires that multifamily development with shared parking garages or shared surface parking lots provide at least 20% of the spaces as EV-ready, with higher requirements for smaller parking facilities;
- Requires that parking facilities for non-residential uses include a minimum of 10% of the spaces as EV-ready; and
- Allows flexibility from the EV requirements in instances where meeting the requirements would require certain types of upgrades to the utility infrastructure.

These requirements would apply regardless of whether the parking was required by the Land Use Code or provided for other reasons. The requirements are not intended to impact the number of off-street parking spaces constructed. The proposal would apply to properties in all areas of the City, where new development providing off-street parking occurs.

2. CAPITAL IMPROVEMENT PROGRAM

Does this legislation create, fund, or amend a CIP Project? Yes No

3. SUMMARY OF FINANCIAL IMPLICATIONS

Does this legislation amend the Adopted Budget? Yes No

Does the legislation have other financial impacts to the City of Seattle that are not reflected in the above, including direct or indirect, short-term or long-term costs?

The legislation is not anticipated to require additional staffing resources. The new EV infrastructure requirements would not impact the number of applications for land use/building permits or electrical permits from SDCI, or the number of applications for new service connections submitted to City Light. Permit reviews for the EV infrastructure required by the legislation would be incorporated into the reviews for a new development project that would otherwise occur. SDCI staff time reviewing individual land use/building permits for new development that includes parking is likely to increase slightly due to the added requirements, however not to an extent that would likely require additional resources. Similarly, SDCI staff time reviewing electrical permits and City Light staff time reviewing new service connections may increase slightly due to the increase in the amount of electrical infrastructure in a new development project, however this change is expected to be minimal when compared to the total amount of time spent reviewing plans for new development. Customers may also contact City Light staff about load considerations earlier than is typical, however the timing of such conversations is not expected to have an impact on staff resources. The legislation would likely increase the amount of electrical service equipment (such as transformers) required for new development that includes parking, however City Light collects the costs of providing that equipment from customers through its process for new service connections, so the department would not experience any fiscal impacts.

The legislation contains a pathway for applicants to request flexibility from EV requirements if providing the required infrastructure would require certain types of electric utility upgrades. Only a limited number of projects (estimated at 20 to 40 townhouse/rowhouse/DADU projects a year) are expected to apply and qualify for such requests. This request would occur at the time of the electrical permit review, which could slightly increase the amount of staff time necessary to complete the review. Existing fees for electrical permits, including hourly fees for revisions or corrections, would be adequate to cover any costs associated with staff time for this additional process. City Light staff would also need to be consulted for these requests, however this would likely occur as part of the applicant's request for a new electrical service connection. As such, existing SDCI and SCL staff resources and permit fees are anticipated to be adequate.

This legislation does not include resources related to performance reporting on the amount of EV infrastructure provided in new development after the changes are implemented. Such reporting would likely require technology improvements necessary to allow EV-charging data to be more easily tracked in SDCI's permitting software program or staff time to manually gather the data from individual permit records.

Is there financial cost or other impacts of *not* implementing the legislation?

In the long run, if current trends continue and EVs continue to increase in popularity, it will become increasingly necessary for many property owners to retrofit parking facilities for EV charging. This could increase the number of electrical and/or building permits needed to complete such retrofits. Some retrofits would also require upgrades to existing electrical service connections or new service connections from City Light.

EV readiness is a critical pathway to EV adoption. It is unlikely that Seattle will be able to achieve its transportation-electrification and carbon-neutral goals without adopting robust EV readiness requirements.

4. OTHER IMPLICATIONS

a. Does this legislation affect any departments besides the originating department?

As acknowledged in Section 3 above, the legislation has implications for Seattle City Light in regard to electrical services connections for new development.

b. Is a public hearing required for this legislation?

Yes. The City Council is required to hold a public hearing on the proposal and will conduct a public hearing during their review of the proposed legislation anticipated to be held in 2019.

c. Does this legislation require landlords or sellers of real property to provide information regarding the property to a buyer or tenant?

No.

d. Is publication of notice with *The Daily Journal of Commerce* and/or *The Seattle Times* required for this legislation?

Yes. Publication of notice of the Council public hearing will be made in *The Daily Journal of Commerce* and in the City's Land Use Information Bulletin. Environmental review under the State Environmental Policy Act (SEPA) is also required for this legislation, and publication of notice of the environmental determination was also made in *The Daily Journal of Commerce* and in the City's Land Use Information Bulletin.

e. Does this legislation affect a piece of property?

This legislation would apply to properties in all areas of the City, where new development providing off-street parking occurs.

f. Please describe any perceived implication for the principles of the Race and Social Justice Initiative. Does this legislation impact vulnerable or historically disadvantaged communities?

This legislation is not anticipated to negatively impact vulnerable or historically disadvantaged communities. The proposal is intended to provide equitable access to charging infrastructure in all new development regardless of income levels or geography. This would allow low-income communities better access to EVs, which can reduce localized carbon emissions and can offer reduced transportation costs.

g. If this legislation includes a new initiative or a major programmatic expansion: What are the specific long-term and measurable goal(s) of the program? How will this legislation help achieve the program's desired goal(s).

Not applicable. This legislation does not involve a new initiative or programmatic expansion. It is a component of the Drive Clean Seattle initiative.

List attachments/exhibits below:

None.