



- adopt development regulations relating to electric vehicles by July 1, 2011.
5. Douglas County requested expedited review and issued a public and local and state agency review and comment period on the proposed amendment in accordance with RCW 36.70A. The comment period commenced on November 11, 2010 and concluded on December 2, 2010.
  6. Douglas County issued a Determination of Non-significance for the proposed amendments to the Douglas County Code on November 10, 2010, pursuant to WAC 197-11.
  7. A joint workshop was held on November 19, 2010 for the Planning Commission, the Board of Commissioners and the cities participating in the joint expedited state agency review
  8. The Notice of Public hearing before the Planning Commission was published on November 25, 2010.
  9. Expedited review was granted by the Department of Commerce on December 2, 2010.
  10. The Douglas County Planning Commission conducted an advertised public hearing on December 8, 2010. The Planning Commission entered into the record the files on this amendment, accepted public testimony, and deliberated the merits of the proposal.
  11. The Douglas County Planning Commission has reviewed the entire record including the goals and policies of the comprehensive plan and public testimony as it relates to the proposed development regulations.
  12. The Douglas County Board of Commissioners conducted a duly advertised public meeting on January 4, 2011 to consider the record and recommendations regarding electric vehicle infrastructure.

Conclusions:

1. The procedural and substantive requirements of the State Environmental Policy Act have been complied with.
2. The procedural requirements of RCW 36.70A have been complied with.
3. The proposed amendments are consistent with the Douglas County Regional
4. Policy Plan and the Douglas County Countywide Comprehensive Plan.
5. The proposed amendments are consistent with Second Substitute House Bill 1481 signed into law by Governor Gregoire in 2009 and the Electric Vehicle Infrastructure Guidance Document drafted by

the Washington State Department of Commerce and the Puget Sound Regional Council.

BE IT FURTHER, hereby resolved and ordained that the Board of County Commissioners adopts the amendments to the Douglas County Code as follows:

**14.98 Definitions**

14.98.\_\_\_\_ “Battery charging station” means an electrical component assembly or cluster or component assemblies designed specifically to charge batteries within electric vehicles, which meet or exceed any standards, codes, and regulations set forth by chapter 19.27 RCW, as amended, and consistent with rules adopted under RCW 19.27.540, as amended.

14.98.\_\_\_\_ “Battery exchange station” means a fully automated facility that will enable an electric vehicle with a swappable battery to enter a drive lane and exchange the depleted battery with a fully charged battery through a fully automated process, which meets or exceeds any standards, codes, and regulations set forth by chapter 19.27 RCW, as amended, and consistent with rules adopted under RCW 19.27.540, as amended.

14.98.\_\_\_\_ “Charging levels” means the electrical force, or voltage, at which an electric vehicle’s battery is recharged. Levels 1, 2, and 3 are the most common electric vehicle charging levels, and include the following specifications:

- a. Level 1 is considered slow charging requiring a 15 or 20 amp breaker on a 120-volt AC circuit and standard outlet.
- b. Level 2 is considered medium charging requiring a 40 amp to 100 amp breaker on a 240-volt AC circuit.
- c. Level 3 is considered fast charging requiring a 60 amp or higher dedicated breaker on a 480 volt or higher three-phase circuit with special grounding equipment. Level 3 charging uses an off-board charger to provide the AC to DC conversion, delivering DC directly to the car battery.

14.98.\_\_\_\_ “Electric vehicle” means any vehicle that operates, either partially or exclusively, on electrical energy from the grid, or an off-board source, that is stored on-board for motive purpose. “Electric vehicle” includes: (1) a battery electric vehicle (BEV); (2) a plug-in hybrid electric vehicle (PHEV); (3) a neighborhood electric vehicle; and (4) medium-speed electric vehicle.

14.98.\_\_\_\_ “Electric vehicle charging station” means a public or private parking space located together with a battery charging station which permits the transfer of electric energy (by conductive or inductive means) to a battery or other storage device in an electric vehicle.

14.98. \_\_\_ "Electric vehicle infrastructure" means structures, machinery, and equipment necessary and integral to support an electric vehicle, including battery charging stations, rapid charging stations, and battery exchange stations.

**18.16. \_\_\_ Electric Vehicle Infrastructure**

- A. Purpose: The purpose of this section is to facilitate adequate and convenient electric vehicle infrastructure to serve the needs of the traveling public, provide opportunities for Douglas County residents to have safe and efficient personal electric charging stations located at their place of residence, and to provide the opportunity for commercial and industrial developments to supply electrical vehicle charging station services to their customers and employees.
- B. Where authorized.
  - 1. Level 1 and Level 2 charging stations shall be permitted uses in all mixed use, commercial and industrial districts; and accessory uses in all other districts.
  - 2. Level 3 charging stations shall be permitted uses in all mixed use, commercial and industrial districts; conditional uses in rural service centers; and accessory uses in all other districts.
  - 3. Battery exchange stations shall be permitted uses in all mixed use, commercial and industrial districts only.
- C. Review process.
  - 1. Charging stations. In general, charging stations do not require permits from Douglas County unless their installation involves new construction, additions and/or structural alterations to existing buildings, or if their installation is governed by other requirements of county code. Electrical installations are under the administration of the Washington State Department of Labor and Industries and no aspect of the electrical infrastructure is administered by Douglas County.
  - 2. Battery exchange stations: Installation of a battery exchange station shall be processed in accordance with DCC 14.10.030 for full administrative review of applications. Applications shall be reviewed concurrently with other required permit applications.
- D. Design Criteria
  - 1. Design Criteria for electric vehicle charging stations or battery exchange stations within commercial, industrial, and mixed-use zoning districts:
    - a. Electric vehicle charging stations shall be reserved for parking and charging electric vehicles only.
    - b. Each charging station space should be posted with signage indicating the space is only for electric vehicle charging purposes. Signage

should include identifying voltage and amperage levels, time of use, fees or safety information.

- c. Installation of wayfinding signs should be conveniently located to effectively guide motorists to the charging station space(s).
- d. Where charging station equipment is provided adjacent to a pedestrian circulation area, such as a sidewalk or accessible route to the building entrance, charging equipment should be located so as to not interfere with accessibility requirements of WAC 51-50-005, as amended.
- e. Design should be appropriate to the location and use. Facilities should be able to be readily identified by electric cars users but blended into the surrounding landscape/architecture for compatibility with the character and use of the site.


This ordinance shall be effective immediately.

Dated this the 4<sup>th</sup> day of January 2011 in Waterville, Washington.

BOARD OF COUNTY COMMISSIONERS  
DOUGLAS COUNTY, WASHINGTON


  
\_\_\_\_\_  
Dale Snyder, Chair

  
\_\_\_\_\_  
Ken Stanton, Vice Chair

  
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Steven D. Jenkins, Member



ATTEST:

  
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Dayna Prewitt, Clerk of the Board