

From: [Thad Curtz](#)
To: [Dani Madrone](#); [Clark Gilman](#); [Jim Cooper](#)
Cc: [Pamela Braff](#); [Joyce Phillips](#); [Leonard Bauer](#)
Subject: EV Charging Infrastructure Detail
Date: Friday, April 28, 2023 3:28:18 PM

Hi. When you draft the final version of this, I hope you'll require EV-Ready circuits in private garages to terminate in plugs, rather than allowing options like junction boxes, as the State code does. If there's a plug, the homeowner can just buy a charger and plug it in; if there's a circuit terminated in a junction box, most homeowners will have to hire an electrician to come and add a plug, which is an additional barrier and an additional expense.

In general, I'm pleased and impressed with the way you're moving forward on what we need to get done...!

Best wishes,
Thad Curtz

From: [Karen Messmer](#)
To: [Joyce Phillips](#)
Subject: Re: Proposed Electric Vehicle Parking Requirements and interaction with other parking changes
Date: Thursday, May 04, 2023 3:44:44 PM

Thanks for your response. I think it is important that the Council understands the specifics about EV parking and ADA parking when they consider the parking code changes. Although these may be regulated by different rules, they are completely related in terms of what we end up with for ADA and EV parking.

I think the EV and other parking regulations should have been discussed in one package because they are related.

Karen Messmer

On 5/4/2023 2:37 PM, Joyce Phillips wrote:

- > Hi, Karen.
- > I apologize for the delay in getting back to you. I reached out to others since this proposal is tied to the building code requirements, which I am less familiar with than the zoning code.
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- > After talking with them, my understanding is that the state building code does not require a minimum number of parking spaces, it only establishes ratios that would be applied to the City's parking requirements.
- >
- > The exception is that for single family homes, duplexes, or residences that provide a private garage, at least one EV-Ready parking space will be required in the garage.
- >
- > Under the City's proposal, for multifamily projects with 3 units or more, the amount of EV parking required in each of the three categories is a percentage of how much total parking is provided (not required).
- >
- > For Commercial and Industrial uses, the amount of parking required in the zoning code remains unchanged. The amount of parking that must be EV parking will be a percentage (in each of the three categories) of the parking provided onsite.
- >
- > I hope that helps.
- > Joyce
- >
- >
- > -----Original Message-----
- > From: Karen Messmer <karen@karenmessmer.com>
- > Sent: Tuesday, April 18, 2023 4:16 PM
- > To: Joyce Phillips <jphillip@ci.olympia.wa.us>
- > Subject: Proposed Electric Vehicle Parking Requirements and interaction with other parking changes
- >
- > Joyce - I see that there are proposed EV parking requirements coming up for consideration. How do these work with any new proposed parking requirement changes (reductions) proposed by the Planning Commission?
- >
- > Does this mean that if the developer decides to provide zero or few parking places that there will be no EV parking provided?
- >
- > I think these two regulation changes need to be coordinated so that we can see the overall impact. The climate analysis for the reduced parking requirements needs to discuss how not providing EV parking will reduce forward motion on achieving goals of the Climate Action Plan.
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> Karen Messmer

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>



May 15, 2023

Zainab Nejati, Chair
Olympia Planning Commission
601 4th Avenue S.E.
Olympia WA 98501

Dear Chair Nejati:

On behalf of Puget Sound Energy (PSE), I would like to convey our general support for the City's proposed code language addressed within Title 16 – Buildings and Construction, Chapter 16.90 – Electric Vehicle (EV) Parking.

PSE continues to work with cities and counties to address the deployment of electric transportation facilities. Moreover, how such initiatives will be addressed in the periodic update to the comprehensive plan and subsequent development regulations.

PSE encourages the Commission to coordinate its ongoing regulatory strategy for new and existing parking requirements, including all types of land use development. It is important to understand how these parking requirements will affect the City's goal of electric transportation and carbon reduction as outlined in the Climate Action Plan?

A couple of code questions:

16.90.010 Definitions

The proposed code requires that new raceways and related components be installed underground. Will customers be required to underground their existing overhead electric service to accommodate the addition of electric vehicle charging facilities? If so, this will be conducted under Electric Tariff G – Schedule 73 and Schedule 85.

The proposed code references that applicants use the Automatic Load Management Systems (ALMS). While I am not very familiar with this loading strategy, PSE would ask the City discuss this approach to ensure compatibility with PSE's long-range planning efforts to address load demands on the electric system through increased electrification of the transportation system.

16.90.020 Electric vehicle parking standards

The electrical service and the electrical system, including any on-site distribution transformer(s), shall have sufficient capacity to simultaneously charge all EVs at all required EV-Capable, EV-Ready, and EVSE parking spaces at a minimum of 40-amperes each.

When a customer applies for a service modification or a new service, the ability to provide load support for all types of electric vehicle facilities will be conducted. This assessment will be conducted by PSE's engineering and customer construction services. These system and service assessments and the service costs will be borne by the customer. These costs are outlined within PSE's rates and tariffs with the Washington Utilities Transportation Commission.

16.90.020 *Electric vehicle parking standard*

- (3.) *Electric vehicle charging infrastructure is not required if any of the following conditions are met:*
(a.) *There is no public utility or commercial power supply.*

It is important to note that under state law, PSE is required to provide electric service when requested in the areas that it serves which includes all of Olympia. Electricity is not considered an optional energy.

19.90.020 *Reductions*

(C)(1.) *The Building Official may, after consultation with the electricity provider, reduce the requirements of this section 16.90.020 where there is **substantial evidence** that the added electrical load that can be attributed to meeting the requirements will:*

- (a.) **Alter** *the local utility infrastructure design requirements on the utility side of the legal point of service, so as to require on-property power transformation; or*
(b.) **Require** *the utility to provide an upgrade to an existing residential electrical service.*

(3)(a). *The Building Official **may first reduce** the requirement to provide the electrical service and the electrical system necessary to charge all EV-Capable parking spaces.*

PSE would appreciate more discussion with the City on the implementation of proposed OMC 19.90.020 where it addresses Reductions of the EV code requirements based on the electric system capacity.

Thank you for the opportunity to participate in the City's code amendment processes, please don't hesitate to contact me at amy.tousley@pse.com with any questions or additional discussion.

Cordially,

Amy L. Tousley

Amy L. Tousley
Puget Sound Energy

Cc: Joyce Phillips
Dr. Pamela Braff