
HOUSE BILL 1929

State of Washington

64th Legislature

2015 Regular Session

By Representatives Fitzgibbon, Stanford, and McBride; by request of Governor Inslee

Read first time 02/03/15. Referred to Committee on Local Government.

1 AN ACT Relating to requiring incentives for electric vehicle
2 readiness in buildings; amending RCW 35.63.126 and 35.63.127; and
3 creating a new section.

4 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF WASHINGTON:

5 NEW SECTION. **Sec. 1.** The legislature finds that the development
6 of electric vehicle infrastructure is a critical step in creating
7 jobs, fostering economic growth, reducing greenhouse gas emissions,
8 and spurring electric vehicle usage across the state. Limited driving
9 distance between battery charges is a fundamental disadvantage and
10 obstacle to broad consumer adoption of vehicles powered by
11 electricity. To eliminate this fundamental disadvantage and
12 dramatically increase consumer usage of electric vehicles, it is
13 essential that an infrastructure of convenient electric vehicle
14 charging opportunities be developed. It is the intent of the
15 legislature with this act to encourage the transition to electric
16 vehicle use and to expedite the establishment of a convenient, cost-
17 effective electric vehicle infrastructure that such a transition
18 necessitates.

19 **Sec. 2.** RCW 35.63.126 and 2009 c 459 s 9 are each amended to
20 read as follows:

1 (1) (~~By July 1, 2010,~~) The development regulations of any
2 jurisdiction:

3 (a) Adjacent to Interstate 5, Interstate 90, Interstate 405, or
4 state route number 520, with a population over twenty thousand, and
5 located in a county with a population over one million five hundred
6 thousand; or

7 (b) Adjacent to Interstate 5 and located in a county with a
8 population greater than six hundred thousand; or

9 (c) Adjacent to Interstate 5 and located in a county with a state
10 capitol within its borders;

11 planning under this chapter must allow electric vehicle
12 infrastructure as a use in all areas, including multifamily
13 residences, except those areas zoned for (~~residential or~~) resource
14 use or critical areas. A jurisdiction may adopt and apply other
15 development regulations that do not have the effect of precluding the
16 siting of electric vehicle infrastructure in areas where that use is
17 allowed.

18 (2) (~~By July 1, 2011, or six months after the distribution~~
19 ~~required under RCW 43.31.970 occurs, whichever is later,~~) The
20 development regulations of any jurisdiction adjacent to Interstate 5,
21 Interstate 90, Interstate 405, or state route number 520 planning
22 under this chapter must allow electric vehicle infrastructure as a
23 use in all areas, including multifamily residences, except those
24 areas zoned for (~~residential or~~) resource use or critical areas. A
25 jurisdiction may adopt and apply other development regulations that
26 do not have the effect of precluding the siting of electric vehicle
27 infrastructure in areas where that use is allowed.

28 (3) (~~By July 1, 2011, or six months after the distribution~~
29 ~~required under RCW 43.31.970 occurs, whichever is later,~~) The
30 development regulations of any jurisdiction planning under this
31 chapter must allow battery charging stations as a use in all areas,
32 including multifamily residences, except those areas zoned for
33 (~~residential or~~) resource use or critical areas. A jurisdiction may
34 adopt and apply other development regulations that do not have the
35 effect of precluding the siting of electric vehicle infrastructure in
36 areas where that use is allowed.

37 (4) Cities (~~are authorized to~~) must adopt incentive programs to
38 encourage the fitting of new structures and the retrofitting of
39 existing structures with the rapid charging station electrical
40 outlets capable of charging electric vehicles. Incentives may include

1 bonus height, site coverage, floor area ratio, and transferable
2 development rights for use in urban growth areas.

3 (5) The definitions in this subsection apply throughout this
4 section unless the context clearly requires otherwise.

5 (a) "Battery charging station" means an electrical component
6 assembly or cluster of component assemblies designed specifically to
7 charge batteries within electric vehicles, which meet or exceed any
8 standards, codes, and regulations set forth by chapter 19.28 RCW and
9 consistent with rules adopted under RCW 19.27.540.

10 (b) "Battery exchange station" means a fully automated facility
11 that will enable an electric vehicle with a swappable battery to
12 enter a drive lane and exchange the depleted battery with a fully
13 charged battery through a fully automated process, which meets or
14 exceeds any standards, codes, and regulations set forth by chapter
15 19.28 RCW and consistent with rules adopted under RCW 19.27.540.

16 (c) "Electric vehicle infrastructure" means structures,
17 machinery, and equipment necessary and integral to support an
18 electric vehicle, including battery charging stations, rapid charging
19 stations, and battery exchange stations.

20 (d) "Rapid charging station" means an industrial grade electrical
21 outlet that allows for faster recharging of electric vehicle
22 batteries through higher power levels, which meets or exceeds any
23 standards, codes, and regulations set forth by chapter 19.28 RCW and
24 consistent with rules adopted under RCW 19.27.540.

25 ~~((6) If federal funding for public investment in electric
26 vehicles, electric vehicle infrastructure, or alternative fuel
27 distribution infrastructure is not provided by February 1, 2010,
28 subsection (1) of this section is null and void.))~~

29 **Sec. 3.** RCW 35.63.127 and 2009 c 459 s 13 are each amended to
30 read as follows:

31 (1) ~~((By July 1, 2010,))~~ The development regulations of any
32 jurisdiction with a population over six hundred thousand or with a
33 state capitol within its borders planning under this chapter must
34 allow electric vehicle infrastructure as a use in all areas,
35 including multifamily residences, within one mile of Interstate 5,
36 Interstate 90, Interstate 405, or state route number 520, except
37 those areas zoned for ~~((residential or))~~ resource use or critical
38 areas. A jurisdiction may adopt and apply other development

1 regulations that do not have the effect of precluding the siting of
2 electric vehicle infrastructure in areas where that use is allowed.

3 ~~((By July 1, 2011, or six months after the distribution~~
4 ~~required under RCW 43.31.970 occurs, whichever is later,))~~ The
5 development regulations of any jurisdiction adjacent to Interstate 5,
6 Interstate 90, Interstate 405, or state route number 520 planning
7 under this chapter must allow electric vehicle infrastructure as a
8 use in all areas, including multifamily residences, except those
9 areas zoned for ~~((residential or))~~ resource use or critical areas. A
10 jurisdiction may adopt and apply other development regulations that
11 do not have the effect of precluding the siting of electric vehicle
12 infrastructure in areas where that use is allowed.

13 ~~((By July 1, 2011, or six months after the distribution~~
14 ~~required under RCW 43.31.970 occurs, whichever is later,))~~ The
15 development regulations of any jurisdiction planning under this
16 chapter must allow battery charging stations as a use in all areas,
17 including multifamily residences, except those areas zoned for
18 ~~((residential or))~~ resource use or critical areas. A jurisdiction may
19 adopt and apply other development regulations that do not have the
20 effect of precluding the siting of electric vehicle infrastructure in
21 areas where that use is allowed.

22 (4) Counties ~~((are authorized to))~~ must adopt incentive programs
23 to encourage the fitting of new structures and the retrofitting of
24 existing structures with the rapid charging station electrical
25 outlets capable of charging electric vehicles. Incentives may include
26 bonus height, site coverage, floor area ratio, and transferable
27 development rights for use in urban growth areas.

28 (5) The definitions in this subsection apply throughout this
29 section unless the context clearly requires otherwise.

30 (a) "Battery charging station" means an electrical component
31 assembly or cluster of component assemblies designed specifically to
32 charge batteries within electric vehicles, which meet or exceed any
33 standards, codes, and regulations set forth by chapter 19.28 RCW and
34 consistent with rules adopted under RCW 19.27.540.

35 (b) "Battery exchange station" means a fully automated facility
36 that will enable an electric vehicle with a swappable battery to
37 enter a drive lane and exchange the depleted battery with a fully
38 charged battery through a fully automated process, which meets or
39 exceeds any standards, codes, and regulations set forth by chapter
40 19.28 RCW and consistent with rules adopted under RCW 19.27.540.

1 (c) "Electric vehicle infrastructure" means structures,
2 machinery, and equipment necessary and integral to support an
3 electric vehicle, including battery charging stations, rapid charging
4 stations, and battery exchange stations.

5 (d) "Rapid charging station" means an industrial grade electrical
6 outlet that allows for faster recharging of electric vehicle
7 batteries through higher power levels, which meets or exceeds any
8 standards, codes, and regulations set forth by chapter 19.28 RCW and
9 consistent with rules adopted under RCW 19.27.540.

10 ~~((6) If federal funding for public investment in electric~~
11 ~~vehicles, electric vehicle infrastructure, or alternative fuel~~
12 ~~distribution infrastructure is not provided by February 1, 2010,~~
13 ~~subsection (1) of this section is null and void.))~~

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