

**City of Chewelah
Zoning Text Amendment to Chapter 18 Zoning**

The following sections of the Chewelah Municipal Code are being updated and one new section added to the Supplementary Standards due to the development regulations update as part of the Comprehensive Plan update process. The GMA checklist items being updated in the code pertain to the following areas:

1. Development regulations of all jurisdictions must allow electric vehicle battery charging stations in all areas except those zoned for residential or resource use, or critical areas by July 1, 2011. *RCW 36.70A.695, New in 2009*
2. Preliminary subdivision approvals under RCW 58.17.140 are valid for a period of five, seven, or nine years. RCW 58.17.140 and RCW 58.17.170. The preliminary plat approval is valid for: seven years if the date of preliminary plat approval is on or before December 31, 2014; five years if the preliminary plat approval is issued on or after January 1, 2015; and ten years if the project is located within city limits, not subject to the shoreline management act, and the preliminary plat is approved on or before December 31, 2007.
3. A process to assure that proposed regulatory or administrative actions do not result in an unconstitutional taking of private property.
RCW 36.70A.370, WAC 365-196-855

The following sections of the code will be amended in order to meet the requirements provided in the GMA checklist:

Amending Sections:

GMA Check List Item		Municipal Code Section
1	Electrical Vehicle Battery Changing Station	Section 18.04.040 - Definitions Section 18.08.020 - Use Classifications Chapter 18.12 – Supplementary Standards 1. 18.12.140 – Electric Vehicle Charging Stations (new section) 2. 18.12.020 Parking and Loading Standards
2	Preliminary Subdivision Approval Time Periods	Section 17.12.050(D)(1) – Time Limit on Approval of a Preliminary Subdivision
3	Regulatory or Administrative Takings	Section 18.04.020 – Purpose and Intent

Section 18.04.040 Definitions: Addition of definitions related to electric vehicle charging stations.

“Battery charging station” means an electrical component assembly or cluster of component assemblies designed specifically to charge batteries within electric vehicles, which meet or exceed any standards, codes, and regulations set forth.

“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 meet or exceed any standards, codes, and regulations set forth.

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

- i) Level 1 is considered slow charging.
- ii) Level 2 is considered medium charging.
- iii) Level 3 is considered fast, or rapid, charging.

“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.

“Rapid charging station” means an industrial grade electrical outlet that allows for faster recharging of electric vehicle batteries through higher power levels, which meets or exceeds any standards, codes, and regulations set forth.

18.08.020 Use Classification

Table Permitted, Conditionally Permitted and Prohibited Uses by Base Zone

Update the land use table to permit, conditionally permit, and expressly prohibit electrical vehicle charging stations and battery exchange stations in the following zones.

P = Permitted	C = Conditionally permitted	X = Expressly prohibited
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		R-1	R-1B	R-3	R-B	C-I	APCG	CF
Proposed Code Amendment	Electrical Vehicle Charging Station – Level 1	P	P	P	P	P	P	P
	Electrical Vehicle Charging Station – Level 2	P	P	P	P	P	P	P
	Electrical Vehicle Charging Station – Level 3	X	X	X	P	P	C	P
	Electrical Vehicle – Battery Exchange Station	X	X	X	P	P	C	C

18.12.140 – Electric Vehicle Charging Stations

Sections:

- A. Purpose.
- B. Designation of electric vehicle charging stations.
- C. Where permitted.
- D. Standards for electric vehicle charging stations.
- E. Minimum parking requirements.

A. Purpose.

The purpose of this chapter is to ensure the effective installation of electric vehicle charging stations.

B. Designation of electric vehicle charging stations.

An electric vehicle charging station is a public or private parking space that is served by battery charging equipment with the purpose of transferring electric energy to a battery or other energy storage device in an electric vehicle and is classified based on the following levels:

- A. Level 1 is considered slow charging.
- B. Level 2 is considered medium charging.
- C. Level 3 is considered fast charging. Level 3 stations can also be referred to as rapid charging stations that are typically characterized by industrial grade electrical outlets that allow for faster recharging of electric vehicles.
- D. Battery Exchange Station is considered 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.

C. Standards for electric vehicle charging stations.

Electric vehicle charging stations utilizing parking stalls located in a parking lot or parking garage or in on-street parking spaces shall comply with the following standards. Due to the fact the technology associated with electric vehicles, batteries and electric vehicle charging stations is relatively new and is anticipated to change, and that there is a lack of municipal experience on consumer and community preferences and attitudes with regard to electric vehicles, the Administrator or designee may authorize variations from these standards, so long as the intent and goal of the standards and this chapter are addressed.

- A. Except when located in conjunction with single-family residences, electric vehicle charging stations shall be reserved for parking and charging of electric vehicles only.
- B. Signage. Each electric vehicle charging station shall be posted with signage indicating the space is only for electric vehicle charging purposes.
- C. Accessibility. The design and location of the electric vehicle charging stations shall comply with the following barrier-free accessibility requirements:
 - a. Accessible charging stations shall be located in proximity to the buildings or facility entrances and shall be connected to a barrier-free accessible route of travel.
 - b. Accessible charging stations shall comply with the requirements of WAC [51-50-005](#).

18.12.020 Parking and Loading Standards

B. General Provisions, 5.

Electric vehicle charging stations located within parking lots or garages may be included in the calculation of the minimum required parking spaces required in that zone.

17.12.050 Preliminary Subdivision Plat

D. Time Limit on Approval of a Preliminary Subdivision

1. Approval of a preliminary subdivision plat shall be valid for seven years within the date of preliminary plat approval if the date of preliminary plat approval is on or before December 31, 2014, and within five years of the date of preliminary plat approval if the date of preliminary plat approval is on or after January 1, 2015 ~~four years~~, during which time an application for a final subdivision meeting all the requirements of CMC 17.12.060 and of the preliminary subdivision approval shall be made.

2. ~~The applicant may request a one-year extension prior to the expiration of the preliminary approval. The request for extension may be granted by the hearing examiner provided that an attempt in good faith has been made to submit the final plat within the five-year period and that there have been no significant changes to the city's policies or development code.~~

3. The applicant may request a one-year extension prior to the expiration of the preliminary approval. The written request for extension may be granted by the hearing examiner Planner provided that an attempt in good faith has been made to submit the final plat within the designated time period, there have been no significant changes to the city's policies or development code, and there are no significant changes to the project.

18.04.020 Purpose and Intent

- A. CMC 18 is adopted for the purpose of promoting the health, safety, convenience, comfort, prosperity and general welfare of the city's population. In addition, the purpose of the ordinance is to protect the Constitutional rights of residents and landowners in the city, to promote an orderly, compatible use of land and to implement the city's growth in compliance with the provisions and objectives of the comprehensive plan pursuant to Article XI, Section 11 of the Washington State Constitution, RCW 36.70A.370 and WAC 365-195-855 ~~and RCW 36.70 and RCW 36.70A~~ as now or hereafter amended.