

Bike EV Public Comment Guide PC

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#1

From: [Kitsap County](#)
To: [Melissa Shumake](#)
Subject: Bike and Electric Vehicle - Public Comment - David Kutz
Date: Monday, October 3, 2022 6:12:54 PM

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Kitsap County

Bike and Electric Vehicle - Public Comment

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Entry Details

| | |
|---------|--|
| NAME | David Kutz |
| ADDRESS | 23911 Newell Lane, P.O. BOX 569, KINGSTON, Washington 98346 |
| PHONE | (360) 271-1105 |
| EMAIL | piersidepromos@aol.com |
| COMMENT | Melissa, I am a 73 y/o e- bike rider here in Kingston and on NK roads. The lanes for safe biking are sorely overlooked in your planning process. It is fearful to ride on these local county roads with no bike lanes or even a good paved shoulder. Some roads have them but then they suddenly disappear to absolutely no shoulder or bike lane and you are suddenly left in the middle of nowhere to continue to your destination or move forward. Just last month the county re- paved NE Jefferson Pt. Road and they did not even bother to re-pave the shoulders and they created a ridge for bikers |

that is dangerous. The new pavement could have easily been widened all the way to the edge over the old pavement for bikers, but it is worse now than before. The county needs to accommodate it's bikers for safe riding. I know many other senior folks who are too afraid to even try to ride on our county roads. It seems no thought from the Road Dept. goes into helping bicycists be safer and providing good bike lanes. They do not have to be green to be safe.

#2

From: [Kitsap County](#)
To: [Melissa Shumake](#)
Subject: Bike and Electric Vehicle - Public Comment - Erin Taylor
Date: Monday, October 3, 2022 9:41:37 PM

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Kitsap County

Bike and Electric Vehicle - Public Comment

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Entry Details

| | |
|---------|---|
| NAME | Erin Taylor |
| ADDRESS | 2112 Parker Place, Bremerton, Washington 98310 |
| EMAIL | twochime@gmail.com |
| COMMENT | <p>We would love to finally see a Tesla Supercharger (public, not destination) that can put Bremerton on the map for Teslas!</p> <p>When Teslas drive through, having a supercharger near walking distance businesses can be a year-round boost to our local businesses. Plus it attracts new homeowners and renters!</p> |

#3

From: [Kitsap County](#)
To: [Melissa Shumake](#)
Subject: Bike and Electric Vehicle - Public Comment - Martin Choy
Date: Tuesday, October 4, 2022 1:00:52 PM

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Kitsap County

Bike and Electric Vehicle - Public Comment

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Entry Details

| | |
|---------|---|
| NAME | Martin Choy |
| ADDRESS | 3014 17th St, Bremerton, Washington 98312 |
| PHONE | (206) 683-3380 |
| EMAIL | martinchoy@live.com |
| COMMENT | <p>You should install more Volta Chargers at the Kitsap Mall by Winco as well as put them in the Silverdale Safeway, W. Bremerton Safeway, Fred Meyer, Walmart, Costco and Gateway Park & Ride as well as other Park & Rides.</p> <p>Also, you should contact Tesla and see if they can put a supercharger station in Silverdale or Bremerton. There isn't a supercharger station from Federal Way to Sequim. I can't believe Sequim has one and not Kitsap County. Also, if there is a supercharger station, then the Teslas will most likely charge there and not take up the Level 2 chargers at the Kitsap Mall &</p> |

Bremerton Transportation Center. Also, in Port Orchard & Poulsbo, they have Electrify America charging stations but none in Bremerton or Silverdale.

#4

Here are a few questions about electric vehicles. We are still waiting for answers on these and other questions.

Many people ask the single biggest question about electric cars: *What will I spend to charge the vehicle?

*So the more people who use solar, the higher electric rate?

*How long is the life of a battery?

*How much does a new battery cost? How much does it cost to replace it into the ev?

*How are dead ev batteries disposed of? Who disposes the dead batteries?

*How is the grid supposed to handle all these electric cars, when it can't even handle increased air conditioning use? The grid is not yet ready for Electric Vehicles.

* What about in the winter? Using the power in the vehicle to keep warm, how long will the battery last then?

*How long will the battery last if there are traffic delays? What happens during natural disasters? Hurricanes etc.

*This is America, not Russia. Why/How can Americans be forced to buy something we might not want or believe in? Don't force me to buy something that I don't want to own. (My body. My choice. Scenario)

*And then...out of nowhere, a family member needs to go to the ER and its only 8pm and the car isn't charged yet because charging doesn't start until 10pm.

* I don't get it! All the non-fossil fuel energy sources still take fossil fuel to make energy. Solar panels, once they fail, are junk and can't be recycled. Windmills take a lot of steel, which uses a lot of fissile fuels to make...

*The ev can go about 300 miles on an electric charge. So you have to plan you route for charging stations, IF they are all working. If the ev breaks down on the highway, then the big diesel truck has to come, pick it up, and get it to a repair shop... What's the environmental impact of this?

*Some service areas that have charging stations have a diesel generator running behind a privacy fence to power the charging station. So much for doing away with fossil fuels. What's the environmental impact?

*Gas tanks in cars can catch fire and explode if forcibly rearended. But you don't think those electric batteries can't catch fire? Come on Man....

*What happens if you are on the road and your battery dies? Do you walk to the nearest charging station and bring back some electricity?

*If you have a husband, wife, and only one teenage driver, how are they going to all charge their cars at night? You will need three charging stations! And if someone comes to visit, you'll need a fourth charging station. What?

*Most chargers require a 50 amp circuit for one' car. Most houses have 200 amp service. People with families that drive are going to have to upgrade houses to at least 400 amp services.

*When the government loses its tax revenue from gasoline and starts charging drivers per mile driven, will the cost of owning an ev go up significantly.

*Say I spend about \$14K over 8 years to charge the battery. If I have to replace the battery at 8 years, what would it cost, 20k-25k? But wait, the batteries currently cannot be recycled.

*Professional, licensed, and recognized ev programs will tell you they will not, repeat will not, take responsibility for the batteries after the car leaves their manufacturing facility. How do we dispose of our junked car lithium batteries? Give me facts, not opinions or guesses.

#5

From: [Kitsap County](#)
To: [Melissa Shumake](#)
Subject: Bike and Electric Vehicle - Public Comment - Jim Barnes
Date: Friday, October 7, 2022 7:50:35 AM

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Kitsap County

Bike and Electric Vehicle - Public Comment

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Entry Details

| | |
|---------|---|
| NAME | Jim Barnes |
| ADDRESS | P.O. Box 271, Keyport, Washington 98345 |
| PHONE | (360) 731-3757 |
| EMAIL | thebarn@tscnet.com |
| COMMENT | Business requirements seem to be a bit aggressive and could lead to increased inflation. I would rather see incentives for healthy business to add charging stations. Amendments to building codes should include a 30 amp 220 volt service provision near residential parking areas. Currently home charging is the only practical way to implant this technology so adding public charging stations are not going to do much for you. Several well placed high capacity charging sites (including a Tesla Supercharger) with easy access to Hwy 3 could easily meet the demand. |

#6

From: [Kitsap County](#)
To: [Melissa Shumake](#)
Subject: Bike and Electric Vehicle - Public Comment - Laurie Sterling
Date: Sunday, October 9, 2022 1:17:28 PM

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Kitsap County

Bike and Electric Vehicle - Public Comment

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Entry Details

| | |
|---------|--|
| NAME | Laurie Sterling |
| ADDRESS | 5703 Forest Haven Lane Southeast, Port Orchard, Washington 98366 |
| PHONE | (360) 908-0031 |
| EMAIL | jupinator2000@yahoo.com |
| COMMENT | Hello, I am delighted that this is an area that is getting attention! I apologize if my comments are redundant or have already been expressed as I have not been involved in this dialogue until recently. The input I would like to offer is that from my perspective, the challenge is less about parking or charging a bike, but more about feeling safe to ride, particularly in South Kitsap where there are very limited bike lanes. The ones there are, end suddenly placing cyclists into traffic eg Tremont, heading East from Bethel. Long Lake is a great road to cycle on but has no space for cyclists and at least |

one dangerous dog that has attacked me (twice) and other pedestrians (several times per comments on Nextdoor). I would love to see greater expansion of bike lanes and emphasis on driver awareness of cyclists. I just came back from a trip to Europe and cycled quite a bit in Paris and Lyon France using public cycles. It was very clear that the government was supporting cycling as a means of transpo to promote. There were bike lanes that in some cases even had a curb separating from traffic. In other cases, bikes are given the right of way such as in roundabouts. I believe we could learn a lot from studying environments that have successfully become cycle friendly. Our Kitsap community needs this desperately.

#7

From: [Robert Gelder](#)
To: [Jim Barnes](#)
Cc: [Melissa Shumake](#)
Subject: RE: Contact from the Website - Ref EV input.
Date: Wednesday, October 12, 2022 12:47:16 PM

Jim and Val,

Thanks for reaching out. I'm including Melissa Shumake on this email so it can be part of the record, but do encourage you to share your input during the comment period so the code can be the best possible moving forward. Just so you know, this is modeled on state code that is set to go into effect next summer. We are just trying to get a head of the curve a bit. That being said, there are limitations to what we can put forth that might exceed the code being developed by the state – it would have a separate approval process through the Building Code Council from what I understand and isn't guaranteed. That's a main reason we did not address the single family residential at this time. Multi-family would be included.

Incentives can be tricky but businesses are being offered an incentive as it relates to a reduction in parking requirements based on their implementation of EV infrastructure.

This is only a start as there will likely be more conversation and possible changes through the Comprehensive Plan update which will be adopted in 2024.

Thanks and please stay involved. The upcoming comments will go to the Planning Commission that will have a hearing soon. Melissa can share the relevant information for those opportunities and clarify any of my statements.

All the best,

Rob

Robert Gelder
Commissioner, District 1
Kitsap County
(360) 337-7080
rgelder@kitsap.gov

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From: Jim Barnes <thebarn@net-nw.com>
Sent: Wednesday, October 12, 2022 8:29 AM

To: Robert Gelder <rgelder@kitsap.gov>

Subject: Contact from the Website - Ref EV input.

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One persons thoughts on your EV (Electric Vehicle) implementation plan.

I read through your proposal on EV implementation and my impression is that it mandated a lot of things for business to absorb. My thought is that these changes and costs inevitably get passed along to consumers and simply add to the trending inflation. I also feel that they miss the mark and needs of the EV community.

Please let me elaborate. Business should be offered some sort of incentive rather than mandates that may negatively impact them. The majority of EV users will be charging at home if they are to be taking advantage of any significant cost savings.

There is a real need for people commenting through our area (coming from the Peninsula to Tacoma or Olympia for example). Currently there is not one Tesla Supercharger in our entire County and there is no large scale charging station anywhere near Highway 3. A site near the mall could also be beneficial since sales tax revenues generated by folks shopping would be a plus. These things would go a long way to improving things for EV owners.

If you wanted to legislate some changes you might consider amending the residential building code to include a 30 amp 220 volt service in residential parking areas (carports and garages in new construction). Multi family residential units should have a percentage of charging spaces available to residents.

I have some thoughts that are posted on the West Sound Magazine Blog if your are interested.

<https://wsomag.net/blog/auto-talk/2022-04-19/a-tesla-owners-take-on-whether-owning-an-electric-vehicle-makes-sense/>

Jim and Val Barnes

thebarn@tscnet.com

#8

From: [Kitsap County](#)
To: [Melissa Shumake](#)
Subject: Bike and Electric Vehicle - Public Comment - Venus Pettersen
Date: Wednesday, October 12, 2022 10:21:54 PM

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Bike and Electric Vehicle - Public Comment

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Entry Details

| | |
|---------|---|
| NAME | Venus Pettersen |
| ADDRESS | 2629 Cascade Trl, Bremerton, Washington 98310 |
| PHONE | (206) 200-3372 |
| EMAIL | venusp@outlook.com |
| COMMENT | My hubby & I are interested in purchasing an electric vehicle, but are worried about not having enough charging stations located throughout Kitsap County. I think more people would be willing to go electric if there were more charging stations and if they were free or cheap to charge. And have them in prime locations as an incentive like at the ferry terminals, downtown Bremerton & Manette, and in parks. |

#9

From: [Kitsap County](#)
To: [Melissa Shumake](#)
Subject: Bike and Electric Vehicle - Public Comment - Anthony Hitchman
Date: Friday, October 14, 2022 4:17:46 PM

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Bike and Electric Vehicle - Public Comment

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Entry Details

| | |
|---------|---|
| NAME | Anthony Hitchman |
| ADDRESS | 10997 NE West Kingston Rd, KINGSTON, Washington 98346 |
| PHONE | (206) 295-8984 |
| EMAIL | tonhit206@gmail.com |
| COMMENT | bike ok but ev not. Too much regulation. What happens when vehicles are hydrogen powered? Gov't picking winners and losers. |

#10

From: [Kitsap County](#)
To: [Melissa Shumake](#)
Subject: Bike and Electric Vehicle - Public Comment - Elizaabeth Roberts
Date: Saturday, October 15, 2022 8:36:18 PM

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Kitsap County

Bike and Electric Vehicle - Public Comment

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NAME

Elizaabeth Roberts

COMMENT

As an occasional bicycle rider and EV owner, I applaud the addition of bicycle parking spaces & EV charging spaces to the Kitsap County Code for parking standards. Rather than riding for recreation, I prefer to ride to run errands. I have to think about where I'm going and what, if any, bike parking may be available in order for me to be able to use my bike for errands near my home. Few places I ride for errands: library, post office, grocery store have adequate bike parking options. Most often, I have to lock my bike to a railing or other stationary object. In the proposed code I like the u-shaped bike racks and the spacing specified. I also appreciate that there will be room for more than one bicycle. I also like that these parking standards apply to apartment buildings and schools. If bicycle parking is available more people may choose to ride their bikes since they won't have to worry about whether their bike will be able to be locked up

safely.

#11

From: [Sean McGowan](#)
To: [Melissa Shumake](#)
Subject: Bicycle and Electric Vehicle Code
Date: Sunday, October 16, 2022 9:09:10 AM

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I am very interested in seeing Kitsap become more bicycle friendly. Currently there are very few bike lanes and none that I've seen are well protected from cars. There's also not a lot of places to securely lock up bikes, which given the current levels of theft in Kitsap is really important.

Bike racks should be present at all public parks and in safe locations. I've noticed several in downtown Poulsbo that are on a ramp, which makes it challenging to park a bike on. They should also be where bicyclists can lock up bikes without having to first go through a busy parking lot with lots of car traffic.

In general, I would like to see bike traffic separated from car traffic by more than just a painted line. In Amsterdam they have a completely separated system where bikes are never on the same roads as cars. They allow bike and pedestrians to travel the shortest routes through the city via well maintained, paved recreation trails. It's safe from everyone if bicycles and cars do not have to share the road.

For a great example, please see this video by Not Just Bikes: <https://youtu.be/bMJJaMy-0ChA>

I also own an electric car. There are currently only two non-Tesla fast charging (i.e. Level 3) stations in Kitsap county. Anything less than a level 3 charger isn't useful for anyone traveling between counties. Level 2 and below chargers may be able to recoup some of the charge if you are only driving between cities, but, because we're isolated on a peninsula, you need a full charge to go outside of Kitsap or come to Kitsap from elsewhere. For most vehicles it would take 7-14 hours to get a decent charge on a level one charger which is really only useful at a hotel. Level 3 chargers near tourist attractions and other major destinations would help bring more EV tourism to Kitsap.

I would also like to see more enforcement around parking in EV charger spots. There are EV chargers at the Safeway in Poulsbo, but I've never been able to try them because there are always non-EVs parked in those spots.

#12

From: [Kitsap County](#)
To: [Melissa Shumake](#)
Subject: Bike and Electric Vehicle - Public Comment - Jess Chandler
Date: Sunday, October 16, 2022 5:51:56 PM

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Bike and Electric Vehicle - Public Comment

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Entry Details

| | |
|---------|---|
| NAME | Jess Chandler |
| ADDRESS | 11220 Olympic View Rd NW, Silverdale, Washington 98383 |
| EMAIL | jessachandler@gmail.com |
| COMMENT | A few comments on bicycle parking: (1) There is no opportunity for businesses to request a public bicycle parking facility instead. For example, the Seattle Code allows for business to pay the city (in our case, county) to construct reasonable bicycle parking on the public right of way in cases where that is an option. In our unincorporated county, these situations may be rare. If we have an option for it, we may not end up in a box when multiple adjacent private firms would better serve citizens with nearby publicly constructed and maintained bicycle parking than constructing bicycle parking facilities in a less convenient location. I'm thinking that maybe the facilities |

would be behind the building or otherwise difficult to access if constructed within these code parameters (likely a small number of potential cases). Can we add something like that? Would the public works department be able to support construction and maintenance of facilities if there were public right of way and the businesses paid for the cost in lieu of constructing their own?

(2) We have improved our parking minimum rules recently, but there are still many more square miles of paved parking lot in Kitsap than any of us truly desire. It is exciting to see that there may be opportunities for developers to have parking space offsets with bicycle parking. However, it is not clear in the draft ordinance how this will work in practice. Developers cannot meaningfully benefit until they need at least 20 parking spaces. At that point, is it going to be cost effective for them to construct and maintain bicycle parking in lieu of a parking space? I'm thinking only that this parking minimum offset should be more generous.

(3) The bicycle parking requirement does not consider the need for long term secure parking for places where bicycles would be parked for long periods - such as at work or home. The only requirement for covered bicycle parking is where there is covered vehicle parking. However, if your bike will be parked for hours at work or overnight, in the PNW weather, a cover is essential to keep a bike in good order. A car keeps its fragile parts hidden - but a bike does not. Covered or indoor, long term secure bike parking is essential for apartments. Covered parking is aspirational for other locations. Bicycle lockers are an excellent option for places that can maintain them.

(4) The ordinance only applies to new development and to significant redevelopment. For the areas of the county where significant development already exists and is fairly stable, like Silverdale, how will we encourage availability of bicycle parking? There are very few places to park a bike within 100ft of the facility in Silverdale.

#13

From: [Kitsap County](#)
To: [Melissa Shumake](#)
Subject: Bike and Electric Vehicle - Public Comment - Caroline Raganit
Date: Monday, October 17, 2022 10:27:26 AM

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Bike and Electric Vehicle - Public Comment

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Entry Details

| | |
|---------|---|
| NAME | Caroline Raganit |
| ADDRESS | 3014 17th St, Bremerton, Washington 98312 |
| PHONE | (425) 633-5301 |
| EMAIL | Caroline.r.raganit@gmail.com |
| COMMENT | Please include more EV infrastructure for new developments, facilites where people come and go every 1-2 hours like gyms, YMCA, park and rides, grocery stores, shopping areas. Also encourage businesses and employers to provide charging options at the wrokplace. People living in older homes or with no garages or limited plus have less opportunity to charge which is discouraging. Work with other parties like Volta, PSE, private sector to help bolster up EV chargers. Use chargers with solar panels, ive seen those in Florida. |

10/18/2022 Bicycle Parking and Electric Vehicle Charging Public Hearing Verbal Testimony

14

Brian Watson, Kitsap County Non-Motorized Facilities Committee

The bicycle parking code was initially his idea to bring forward and he worked with Melissa Mohr from Public Works on it. Solid improvement over what used to exist, provides clarity for development and redevelopment. Allows people to use bicycles for everyday transportation needs. He's often had to lock his bicycle to a tree. This code should make it easier on folks who live in apartments but don't have bicycle parking. He's pleased with the code and encourages approval.

#15

William Palmer, KAPO

Objects to the electric vehicle code in particular, not as much the bicycle code. Three codes were combined into one project and that makes it confusing. Proposing to amend the parking code, not just for bike and ev. Thinks the ordinance is highly confusing without strikeout and underline and red text. Objects to the SEPA DNS, says the code update requires a non-project addendum and doesn't take into account the environmental impacts to the increased power grid load. Believes the electric vehicle charging code could be done with only incentives and not requirements. Says the ordinance doesn't reference the state code and that incentives could meet the state code. Says this will increase housing costs, especially for multifamily. Claims the county is adding regulations for regulation's sake. Believes bicycle parking code could also be incentive based instead of mandatory, should make it worth developer's time and expense. Supposed to be applicable in high transit areas, only Silverdale is high transit. It's a mixed bag of regulations with no cohesion.