



UPDATED MARCH 2022

Curbside Level 2 EV Charging: Minimum Requirements for Curbside EV Charger Locations

All requests for a **Curbside Level 2 EV Charger** must meet the following minimum requirements to be eligible:

- The location must be in Seattle. Locations in unincorporated King County, Shoreline, Lake Forest Park, Burien, Tukwila, SeaTac, Renton, and Normandy Park are not eligible at this time.
- The location has existing street parking.
- The requestor lives at the location, or the requestor is the property manager or property owner of the location, or the requestor has the consent of the frontage property owner(s) for the location.
 - If the requestor does not own the parcel, the property owner or homeowner's association must agree to the request.
- The location can be easily provided with appropriate electric service (this requires a case-by-case evaluation).
- The location does not have an existing or planned bike lane, transit lane, or other similar current or future use that the charger would interfere or block (this requires a case-by-case evaluation to determine if the charger will cause problems).
- For chargers in front of single-unit dwellings, the requestor's property must not have access to off-street parking such as a driveway, carport, garage, or similar facility. Single-unit dwellings include single houses per parcel as well as duplexes, triplexes, fourplexes, townhomes, and accessory dwelling units.
- For chargers in front of multi-unit dwellings, the building must have been built before the implementation of the Transportation Electrification Readiness Ordinance, effective March 15, 2022. Multi-unit dwellings include apartments, condominiums, mobile home parks, and houseboat associations with at least five housing units per parcel. Multi-unit dwellings built without off-street parking are excluded from this criteria.
- The requestor or property resident must currently own or lease a battery-electric vehicle or state that they are planning to buy or lease a battery-electric vehicle within the coming 12 months.

SPACING, CLEARANCE, AND OFFSET REQUIREMENTS

Curbside EV chargers can only be installed at locations that meet the spacing, clearance, and offset requirements that have been set by the Seattle Department of Transportation, Streets Use Illustrated Manual, and City Light. Different installation techniques will be used depending on the unique characteristics of each site. The chargers may be installed on either an existing wood utility pole or a new pedestal. The following requirements must be met at each location:

For all chargers:

- Each charger must serve one full parking space
 - Parallel parking spaces must be at least 18 feet in length
 - For locations with a single EV charger, the charger may be located anywhere along the length of the single parking space being served
 - For locations with a double EV charger capable of charging two vehicles at once, the installation must be centered between the two parking spaces being served to ensure each space has equal charging cord reach
- Parking spaces must maintain the following clearances:
 - At least 8 feet to the nearest driveway, as required by Seattle Municipal Code
 - At least 30 feet to the nearest intersection, as required by Washington state law
 - At least 15 feet to the nearest fire hydrant, as required by Washington state law
 - At least 20 feet to the nearest crosswalk, as required by Washington state law
 - May not overlap with any restricted or no-parking zones such as bus stops, fire lanes, or loading zones

For pedestal-mounted chargers only:

- The planting strip must be at least 3 feet 9 inches wide to allow for minimum clearances
 - The pedestal and all equipment must be at least 1 foot from the sidewalk
 - The pedestal and all equipment must be 18 inches from the face of the curb
- The planting strip must be unpaved
- The charger pedestal location and path of electric service trench (if needed) must be free of any major obstructions such as trees, shrubs, flower beds, poles, or paving stones
- The charger pedestal must maintain adequate clearance from existing improvements and infrastructure (including but not limited to fire hydrants, utility poles, streetlights, mature trees)
 - The charger pedestal must be a minimum of 10 feet from the nearest wood utility pole
 - The charger and foundation pedestal cannot be located within the dripline of any trees
 - The new underground infrastructure for the charger pedestal must not interfere or overlap with trees or tree roots

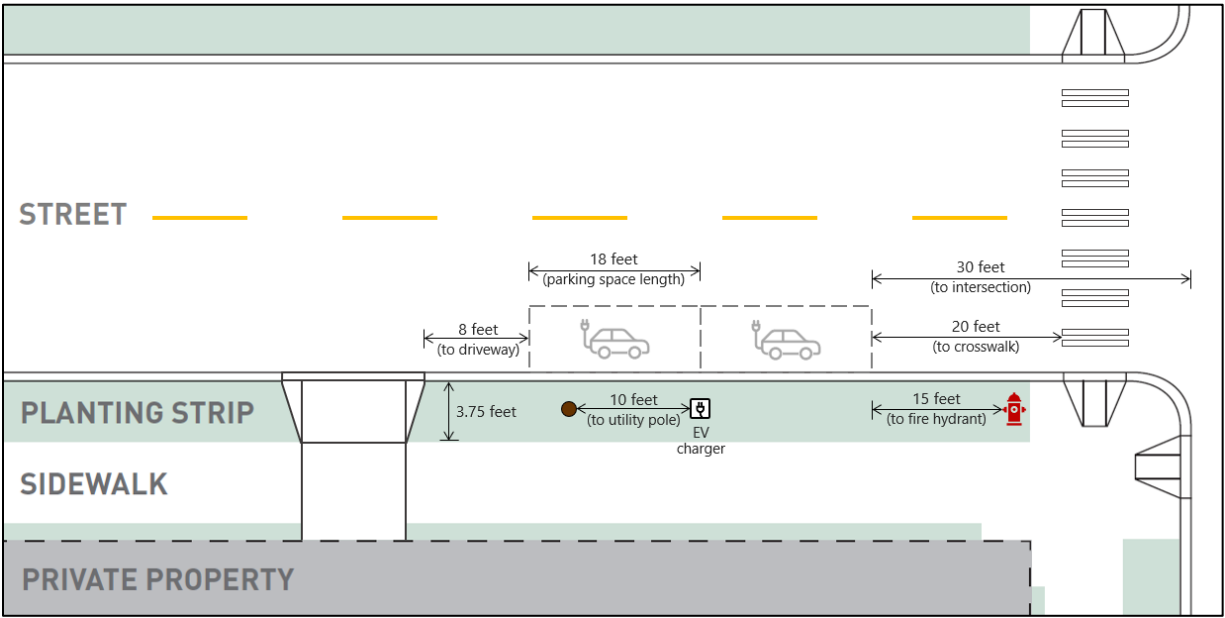


Figure 1: Illustration of minimum spacing, clearance, and offset requirements

For EV chargers mounted to wood utility poles only:

- EV chargers cannot be installed on corner poles or congested or crowded poles
- EV chargers cannot be installed on poles that already have any of the following equipment installed:
 - Switches, terminations, macrocell antennas and Small Wireless Facilities, strand-mount antennas, communications enclosures

Other requirements not listed here may also apply.



Figure 2: Pictures of a pole-mounted switch, a communications enclosure, and a small wireless facility (left to right)

MORE INFORMATION

Please contact Seattle City Light's public EV charging team at SCL_ElectricVehicles@seattle.gov or (206) 684-3800. For additional information, please visit seattle.gov/city-light/curbside-charging.