

Electric Vehicle (EV) Parking Requirements

Certain types of new development and redevelopment in unincorporated King County are required to provide electric vehicle (EV) charging stations, or prepare for future EV charging, when off-street parking is required. These requirements can be found in [King County Code](#) (K.C.C.) Title 21A and Washington State Administrative Code (WAC) [51-50-0427](#). This bulletin provides guidance on how these requirements may apply to your project.



EV Parking Requirements

- **EVSE Parking:** A parking space with electric-vehicle-supply-equipment (EVSE) or an “EV charger” that can supply current at a minimum of 208/240 volts, either by EVSE directly serving the parking space or by adjacent EVSE capable of serving multiple parking spaces simultaneously. Commonly called a “level 2” charger.
- **EV-Ready:** A parking space provided with a minimum 208/240-volt dedicated branch circuit that is terminated at a receptacle or junction box within the parking space in order to allow for the *future installation* of EVSE.

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Use	Type of Development			EVSE Parking ¹	EV-Ready ¹	Additional Elect. Capacity <i>NEW buildings only for Electrical Rooms, if present⁶</i>
	New	Substantial Improvement ²	Parking Area Expansion ³			
	<i>X indicates the requirements apply</i>					
Townhouse ⁴	X	N/A	N/A	N/A	1 space per unit	N/A
Apartment building ⁴	X	X	X	10%	25%	N/A
Group residential or temporary lodging ⁴ <i>See K.C.C. 21A.08.030.</i>	X	X	X	5%	10%	5%
Nonresidential building	X	X	X	5%	10%	5%
Commuter parking lot or automotive parking	X	X	X	5%	10%	N/A

¹ Percentage requirements only apply to uses that require off-street parking. Requirements apply to the total number of parking spaces to be provided, whether onsite or off-site.

² Any maintenance, repair, structural modification, addition or other structural improvement the cost of which equals or

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exceeds 50% of the structure's market value before the improvement or repair is started. See KCC 21A.06.1270

³*Paved surface parking expanded by 50% or more.*

⁴*EV-charging infrastructure requirements do not apply to townhouse, apartment, group residential or temporary lodging uses that: consist of four or fewer units; do not exceed two stories in height; and are less than 5,000 square feet in area. However, apartment buildings classified as an R-2 occupancy may still need to comply with Washington State EV parking requirements; see WAC 51-50-0427 for more information.*

⁵*For electrical rooms serving new buildings that provide onsite parking, as required by WAC 51-50-0427. The percentage indicates the number of additional parking spaces for which the electrical room must provide capacity for future EV chargers, in addition to other EV parking requirements in this table. Please note that additional capacity requirements do not apply to Group U (Utility) and Group R-3 (Residential-3) occupancies. For Group A (Assembly), E (Education), or Group M (Mercantile) occupancies, this requirement only applies to designated employee parking spaces. Please see Washington State Building Code [Chapter 3](#) for use definitions. Developments without electrical rooms do not have additional capacity requirements.*

EVSE Accessibility

Of the total accessible parking spaces required for the development, at least 10% must be served by “EV infrastructure” (EVSE, EV-Ready or meet WAC 51-50-0427).

Additionally, when EVSE parking is required, at least 5% of the EVSE parking spaces, but no less than one EVSE parking space, must be accessible. Accessible EVSE parking spaces must be in addition to any accessible parking spaces required by the Washington state building code. EVSE chargers serving accessible spaces may include multiple attachment plugs in order to serve adjacent parking spaces not designated as accessible parking.

EV Requirement Reductions

- **Small parking areas.** If an apartment, group residential, temporary lodging, or nonresidential development is required to only provide six parking spaces or fewer, any required EVSE parking spaces may be replaced by EV-ready spaces. However, if the applicant chooses to exceed the minimum number of required parking spaces, EVSE spaces cannot be replaced with EV-ready spaces.
- **Townhouses.** Townhouse developments with nine or fewer dwelling units may request an EV parking reduction if the applicant can prove the added electrical load to meet EV parking requirements triggers the need for an on-site transformer.

Additional Information

- **Additional EVSE.** A required EVSE parking space does not count as a required EV-ready parking space. However, each additional EVSE parking space installed *beyond* the minimum number of required EVSE parking spaces may count as one required EV-ready parking space.
- **Rounding.** Any fraction or portion of a required EVSE parking space, or a required EV-ready parking space, must be rounded up to the nearest whole number.
- **Load Management.** EV load management system technology can be used to support EVSE parking spaces. Applicants may also use EV load management system assumptions in

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calculating the minimum number of 208/240-volt dedicated branch circuits needed to support required EV-ready parking spaces.

- **Conduit protection.** Where EV-ready outdoor parking spaces are over four feet from a building, enclosed conduit raceways must be extended to a pull box or stub near the designated parking space, and must be protected from vehicles by a curb or other feature.
- **Labeling.** Branch circuits serving EV-ready parking spaces shall be identified as "Electric-Vehicle Ready" in the service panel or subpanel directory. The termination location shall also be marked as "Electric-Vehicle Ready."
- **Signage.** All EVSE parking spaces shall have designated signage and pavement markings as required by Revised Code of Washington (RCW) [46.08.185](#).

Project Submittal Documents

King County Permitting Division staff will use a worksheet to calculate EV parking space requirements, based on the total parking spaces proposed for a project.

- **Site Plans:** On the parking plan for the site, applicants must: identify the location of EVSE, EV-Ready, EVSE-Accessible (EVSE-Acc.) and EV-Ready Accessible (EV-R Acc.) parking spaces; identify the location of EVSE parking space signage and pavement markings; and provide a total parking count and totals for each type of parking space.
- **Specification Sheet:** If EVSE are required, applicants must provide a specification sheet for the proposed EVSE to verify installation of 208/240 volt charging equipment.