



Seattle Parks & Recreation

MEMORANDUM

Date: August 10, 2017
To: Board of Park Commissioners
From: Joelle Hammerstad, Sustainability & Environmental Performance Manager
Subject: Partnership with Seattle City Light to pilot Electric Vehicle charging stations

Requested Board Action

Seattle Parks and Recreation (SPR) would like to enter into a partnership with Seattle City Light (SCL) to install several electric vehicle (EV) charging stations in SPR parking lots throughout the City. The Board first heard about this project in May. This is a follow-up presentation.

Staff is seeking input on whether the department should enter into an agreement with SCL to install EV charging stations for a pilot period to last up to three years. If the Superintendent approves the pilot project, staff will begin working on a Memorandum of Agreement (MOA) with SCL.

Policy Description and Background

“Since [the last report in 2014], stronger evidence has emerged for continuing, rapid, human-caused warming of the global atmosphere and ocean.”

[U.S. Global Change Research Program
Climate Science Special Report](#)
June 2017

“[S]low progress in reducing future emissions is increasing the likelihood that communities will face significant climate change impacts.”

[Preparing for Climate Change](#)
City of Seattle, August 2017

“[E]very gallon of gasoline or diesel which is replaced by electricity is a 100% reduction in carbon pollution.”

[2017 Drive Clean Seattle
Implementation Strategy](#)
June 2017

In Seattle, about 65 percent of fossil fuel emissions are from vehicles. Yet Seattle residents have access to locally sourced, renewable energy from Seattle City Light.

Seattle City Light was the first electric utility in the nation to become greenhouse gas neutral in 2005. About 90 percent of its power is generated from hydroelectric dams on the Skagit and Pend Oreille rivers.

In autumn 2016, Mayor Ed Murray and City Council confirmed their commitment to transportation electrification by passing the Drive Clean Seattle Initiative.

The initiative supports developing policies that accommodate charging infrastructure for people of all walks of life, living in a diversity of housing types, charging their vehicles at home or on public lands, and using a shared or owned vehicle.

Issues for Discussion

Recommended criteria for an agreement with SCL are below.

Pilot period

- Two to three years, including an evaluation period.

Siting philosophies

- Make every effort to keep the footprint compact.
- Avoid removing any vegetation.
- Avoid locations that may interfere with bus layovers, along walking routes and access points for park maintenance vehicles.

Siting criteria

- Golf courses
- Large, regional parks
- Ballfields
- Parks with more than 100 parking spaces
- Well-lit locations
- Protected distance from trees
- ADA accessible

Public notice

- Installation of each new EV charging station shall require a public notice and a 14-day comment period.
- Notices should be posted on site in the immediate vicinity of the proposed EV charging station.
- SCL and/or its designee shall provide a summary of the outreach process.

Design

- SCL will collaborate with SPR on criteria for selecting a design/build/operate firm.
- SCL and/or its designee will adhere to SPR's design review process, including reviews at 30%, 60% and 90% design drawings.
- Siting review will include considerations for proposed locations in Historic Districts.

- SCL and SPR will jointly determine the cost of SPR staff reviews, and include an SCL funding mechanism in the agreement to pay for SPR staff to review designs and coordinate construction.

Construction

- Seattle City Light shall pay for all construction costs.
- All construction will go through normal City of Seattle review processes.

Operation and Maintenance

- EV charging stations will be wholly owned and operated by Seattle City Light and/or its designee.
- EV charging infrastructure will be at least AC Level 2 or DC fast-charging stations to encourage quick charging and parking turnover.
- Fast-charging stations will allow up to 60 minutes in the parking stall.
- Level 2 stations will allow up to 4 hours in the parking stall.
- SCL and/or its designee will be responsive to maintain and repair the infrastructure both at the network level and at individual EV charging stations, including:
 - Responding to system-wide outages within one hour.
 - Responding to an individual malfunctioning unit within one business day.
 - Reported graffiti should be abated within six business days, per the Graffiti Nuisance Ordinance 118082.
- All infrastructure shall have a label on the unit that identifies the contact information for repair and maintenance services.

Enforcement

- Non-electric vehicles will be prohibited from parking in EV charging spaces.
- EVs shall be prohibited from parking in the spot, unless they are actively charging.
- Signs indicating “electric vehicle parking charging only” will be placed on site.
- Penalties for violating will be in line with SMC 11.72.125, which prohibits use of the space for anything but EV charging.

Equity

- SPR will partner with Office of Sustainability & the Environment to understand racial equity benefits to and burdens on communities of color, immigrants, refugees and people with low incomes or limited English-speaking proficiency.

Evaluation

- SCL and/or its designee will collaborate with SPR to evaluate the pilot.
- Evaluation criteria will include:
 - Customer satisfaction survey, using contact information from the charging stations.
 - Collected data from chargers, including:
 - kWh used
 - frequency of use
 - length of charge
 - time of day use
 - revenue generated

- carbon emissions avoided

Next steps

- If the pilot is not successful as determined by the evaluation, SCL will remove the charging stations and restore the site to its former condition.
- If the pilot is successful, SPR will determine if it is in keeping with our values to pursue a concession-type agreement with the owner of the charging infrastructure.

Budget

Working with SCL, SPR will determine SPR staff time required to review designs and coordinate with the design/build/operate firm. SCL will provide funding for SPR's Planning and Development Division staff to review designs at 30%, 60% and 90%, as well as to coordinate with the vendor on construction.

SCL and SPR will use an interdepartmental work order to achieve the transfer of funds.

Schedule

SPR and SCL would like to begin coordinating the installation of EV charging stations this fall, with the goal of having the stations installed by summer 2018.

Additional Information

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