



Bylaw No. 900, 2014 Amendment Bylaw No. 1062

Electric Vehicle Charging Infrastructure

The purpose of the report is to present Zoning Bylaw No. 900, 2014 Amendment Bylaw No. 1062, to amend the Zoning Bylaw to require electric vehicle and electric bicycle charging infrastructure in new construction as per the report to Committee of the Whole on October 13, 2020 (attached).



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The bylaw proposes to add the following definitions to the Zoning Bylaw:

“Energized Electric Bicycle (EB) Outlet” – means a connected point in an electrical wiring installation at which sufficient current may be taken to supply a Level 1 (120v outlet) charging capability.

“Energized Electric Bicycle (EB) Space” – means a bicycle parking space that is equipped with a dedicated Energized Electric Bicycle Outlet.

“Energized Electric Vehicle (EV) Outlet” – means a connected point in an electrical wiring installation at which sufficient current may be taken to supply a Level 2 (240v outlet) charging capability.

“Energized Electric Vehicle (EV) Space” – means a vehicle parking space that is equipped with a dedicated Energized Electric Vehicle Outlet.



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Electric Vehicle Charging Infrastructure

BYLAW PROPOSAL

The bylaw proposes requiring a (Level 2) Energized Electric Vehicle parking space for all required residential parking spaces excepting Secondary Suites and Home Occupation parking.

The bylaw proposes requiring a (Level 1) Energized Electric Bicycle parking space for all required Class 1 bicycle parking spaces.

The bylaw proposes a non-residential use parking scheme:

Non-residential uses with less than 10 required vehicle parking spaces do not require any Energized Electric Vehicle Space, 10-14 required vehicle parking spaces require that one of them is an Energized Electric Vehicle Space, and more than 15 required spaces requires that two of them are Energized Electric Vehicle Spaces or that 5% of the total number of required spaces are Energized Electric Vehicle Spaces (whichever is greater).



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WAIVING PUBLIC HEARING

The proposal of requiring Electric Vehicle and Electric Bicycle Parking Infrastructure meets the OCP's goals of reducing GHG emissions, as well as serving to respond to the Town's recent declaration of a Climate Emergency on March 5, 2019.

OCP Policy NE4.1 Reduction of Greenhouse Gas Emissions (GHG)

Work with other municipalities and levels of government, public agencies and organizations to reduce GHG emissions through land use, energy and transportation planning; infrastructure design; building retrofits; water and energy conservation; solid waste management; and green procurements.

As such, Council may consider waiving the Public Hearing as the proposed bylaw is consistent with the Official Community Plan. Advertising the bylaw amendment on the Town's website, on the notice board and in two consecutive copies of a newspaper is still required.



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ALTERNATE RECOMMENDATION

Council could require a Public Hearing for this bylaw; staff suggests February 2, 2021 to give staff ample time to prepare.

RECOMMENDATION:

THAT Council give first and second reading to Zoning Bylaw No. 900, 2014 Amendment Bylaw No. 1062

AND THAT Council waive the requirement for a Public Hearing for Zoning Bylaw No. 900, 2014 Amendment Bylaw No. 1062