

**4. Electric Vehicle Parking Meter Stations**

**Bornes de recharge pour véhicules électriques sur les places avec parcomètre**

**Committee recommendations**

**That Council:**

- 1. Direct staff to report back to Environment and Climate Change Committee with recommended updates to the Corporate EV Policy that describe how charging stations are installed and operate on City of Ottawa property, including considerations for:**
  - a. Best practices including reviewing benchmark pricing and competitive bidding practices from other jurisdictions including municipalities, private businesses, and commercial properties**
  - b. Implications of providing free charging in pay-to-use parking facilities**
  - c. Prioritization of sites according to safety, accessibility, cost for installation, and electrical capacity**
  - d. Reporting metrics for asset management including current condition, replacement cost, estimated lifespan, and repair history**
  - e. Resource requirements for upgrading existing facilities, maintenance, training, technical support, and upkeep of charging stations**
  - f. safety design standards for on-street and off-street installations, including considerations for indoor and outdoor charging stations and appropriate fire suppression**

- g. Corporate governance and decision making for charging station projects including procurement, ownership, operation, maintenance, replacement, renewal, revenue and expenses**
- 2. Direct staff to provide a report on the role for the City of Ottawa in supporting the adoption of Electric Vehicles through a Personal EV Strategy, including considerations for:**
- a. Geographic coverage of public charging equipment across neighbourhoods and identification of gaps**
  - b. Municipal policy tools to advance home charging for multiple built forms including condominiums, rentals, and multi-unit dwellings**
  - c. EV charging in long term City plans such as the Zoning By-law, Transportation Master Plan, Asset Management Plans, and Long-Range Financial Plans**
  - d. Resource requirements and/or partners to implement the Personal EV Strategy**
  - e. Education and outreach activities to accelerate EV adoption in the community**
  - f. Compatibility of EV charging with City of Ottawa Complete Streets Framework**
- 3. Approve that**
- a. the placement and locations of off-street EV charging stations do not interfere or diminish the rights of Accessible Parking Permit holders to regulated amounts of accessible parking spaces, and**
  - b. the placement and locations of on-street EV charging stations do not interfere with no parking zones, which are designated accessible parking spaces for Accessible Parking Permit holders, as described in Part C of the City's Traffic and Parking Bylaw and**

- c. **Staff will develop the Corporate EV Policy and Personal EV Strategy with requirements to ensure access for Accessible Parking Permit holders, including visitors and residents with disabilities**
4. **Direct staff to engage with key stakeholders including Hydro Ottawa, the Accessibility Office, and the Accessibility Advisory Committee throughout the policy update and strategy development process to ensure alignment of strategic priorities and identification of risks and opportunities.**
5. **Direct staff to provide an opportunity for public feedback on the Personal EV Strategy and consider community priorities.**
6. **Direct staff to report back in Q4 2023 on recommendations related to both the Corporate EV Policy and the Personal EV Strategy.**

### Recommandations du Comité

#### Que le Conseil:

1. **Demande au personnel de recommander au Comité de l'environnement et du changement climatique des modifications à la Politique sur les bornes de recharge pour les véhicules électriques pour décrire comment les bornes de recharge sont installées et exploitées sur les propriétés municipales, en tenant compte de ce qui suit :**
  - a. **Pratiques exemplaires, y compris les prix de références et les pratiques relatives aux appels d'offres qu'on trouve ailleurs – municipalités, entreprises privées, propriétés commerciales;**
  - b. **Répercussions de la recharge gratuite dans les installations de stationnement payantes;**

- c. **Priorisation des sites en fonction de la sécurité, de l'accessibilité, du coût d'installation et des capacités électriques;**
  - d. **Indicateurs de référence pour la gestion des actifs, dont l'état actuel, le coût de remplacement, la durée de vie estimée et l'historique des réparations;**
  - e. **Besoins en ressources pour la modernisation des installations, la maintenance, la formation, le soutien technique et l'entretien des bornes de recharge;**
  - f. **Normes de conception sécuritaires pour l'installation sur rue et hors rue de bornes de recharge intérieures et extérieures et mesures d'extinction des incendies requises;**
  - g. **Gouvernance et prise de décisions entourant les projets de bornes de recharge : approvisionnement, propriété, exploitation, entretien, remplacement, renouvellement, recettes et dépenses;**
2. **Demande au personnel de présenter un rapport sur le rôle que peut jouer la Ville d'Ottawa dans l'adoption des véhicules électriques par le truchement d'une stratégie d'électrification des véhicules personnels, qui tient compte de ce qui suit :**
- a. **Couverture géographique des bornes de recharge publiques dans les différents secteurs et indication des lacunes;**
  - b. **Instruments politiques municipaux permettant l'avancement de la recharge à domicile pour différentes formes bâties, dont les copropriétés, les logements locatifs et les habitations à logements multiples;**
  - c. **Recharge des véhicules électriques dans les plans à long terme de la Ville, notamment le Règlement de zonage, le Plan directeur des transports, le plan de gestion des actifs et le Plan financier à long terme;**

- d. **Ressources et partenaires requis pour mettre en œuvre la stratégie d'électrification des véhicules personnels;**
- e. **Activités d'information et de sensibilisation pour accélérer le virage vers les véhicules électriques dans la communauté;**
- f. **Compatibilité de l'installation de bornes de recharges avec le Cadre de mise en œuvre des rues complètes de la Ville;**

**3. Approuve que:**

- a. **la disposition et l'emplacement des bornes de recharge hors rue n'entravent ou ne limitent pas le droit des détenteurs de permis de stationnement accessible à des places de stationnement prévues par la loi;**
- b. **la disposition et l'emplacement des bornes de recharge sur rue n'aient pas d'incidence sur les zones de stationnement interdit, lesquelles constituent des places de stationnement accessibles pour les détenteurs de permis de stationnement accessible comme le prévoit la partie C du Règlement sur la circulation et le stationnement;**
- c. **le personnel s'assure que la Politique sur les bornes de recharge pour les véhicules électriques et la stratégie d'électrification des véhicules personnels soient assorties d'exigences faisant en sorte que les détenteurs de permis de stationnement accessible, y compris les visiteurs et résidents en situation de handicap, aient accès aux bornes;**

**4. Demande au personnel de consulter les principales parties prenantes – Hydro Ottawa, le Bureau de l'accessibilité et le Comité consultatif sur l'accessibilité – tout au long du processus de mise à jour de la politique et d'élaboration de la stratégie pour veiller au respect des priorités stratégiques et repérer les risques et les débouchés;**

**5. Demande au personnel de donner l'occasion à la population de s'exprimer sur la stratégie d'électrification des véhicules personnels et tienne compte des priorités des résidents;**

- 6. Demande au personnel de présenter au quatrième trimestre de 2023 ses recommandations relatives à la Politique sur les bornes de recharge pour les véhicules électriques et à la stratégie d'électrification des véhicules personnels.**

Documentation/Documentation

1. Councillor's report, Office of the City Clerk, dated 21 March 2023 (ACS2023-OCC-CCS-0032)  
  
Rapport du conseiller, Bureau du greffier municipal, daté le 21 mars 2023 (ACS2023-OCC-CCS-0032)
2. Extract of draft Minutes, Environment and Climate Change Committee, 21 March 2023.  
  
Extrait de l'ébauche du procès-verbal, Comité de l'environnement et du changement climatique, le 21 mars 2023.

Extract of Draft Minutes 2  
Environment and Climate  
Change Committee

21 March 2023

Extrait de l'ébauche du  
procès-verbal 2  
Comité de l'environnement et  
du changement climatique  
Le 21 mars 2023

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Motion – Electric Vehicle Parking Meter Stations

ACS2023-OCC-CCS-0032 – City-Wide

At the Environment and Climate Change Committee meeting of Tuesday, 21 February 2023, Councillor Rawlson King introduced the following, introduced as a Notice of Motion:

**MOTION N<sup>o</sup> ECCC 2023 01-03**

Introduced by Councillor R. King:

**WHEREAS** On April 24, 2019, City Council declared a Climate Emergency for the purposes of naming, framing, and deepening our commitment to protecting our economy, our eco systems, and our community from climate change;

**WHEREAS** this declaration provides additional direction to staff for expanded work on the Climate Change Master Plan, Energy Evolution, and the future Climate Resiliency Plan;

**WHEREAS** part of this plan has included commitment to supporting the transition to electric vehicles and has installed several electric vehicle charging stations across Ottawa. Transitioning from gas and diesel vehicles to electric vehicles is one of the most important actions required to meet Ottawa's target to reduce greenhouse gas emissions to zero by 2050;

**WHEREAS** the city launched 24 new on-street charging stations. The charging stations are at 12 locations in the urban area such as Beechwood Avenue, Daly Avenue, Wellington Street West, Cartier Street, Main Street and Laurier Avenue East;

**WHEREAS** each site is equipped with two level 2 chargers which provide 35 to 45 km per hour of charging. Users are charged \$2 per hour;

**WHEREAS** the charging stations are part of the City's efforts to support the uptake of electric vehicles in Ottawa;

**WHEREAS** this project was completed with support from the federal government under the Zero Emission Vehicle Infrastructure Program, and Envari, an affiliate of Hydro Ottawa.

**WHEREAS** privately-owned companies as well as organizations such as the Ottawa Airport Authority currently offer charging stations in their paid parking lots and garages;

**WHEREAS** the City has also recently installed charging stations at a City-owned park and ride station at Chapel Hill Park and Ride; and

**WHEREAS** Park and Ride spaces are purchased and paid for monthly, much like paying for parking across the city.

**WHEREAS** the City continues to review locations and will be making recommendations for additional EV charging in Ottawa;

**WHEREAS** the City of Peterborough approved the installation of eight parking charging stations for electric cars free to use with paid parking;

**WHEREAS** the public charging stations planned for Peterborough will be free to charge with paid parking;

**WHEREAS** providing free charging aligns with the current public EV charging approach the City already offers;

**WHEREAS** the gradual charging speed of EV stations may keep drivers longer in the city center that may lead to greater economic activity for downtown businesses.

**WHEREAS** the public stations may help attract visitors to travel and spend extra time in Ottawa that otherwise may not have visited the downtown due to its limited EV charging capabilities.

**WHEREAS** on-street parking rate proposed rate for Ottawa's 2023 Budget is set at a maximum of \$4 per hour;

**THEREFORE BE IT RESOLVED** that Staff explore the ability to use unspent dollars from the Climate Change Master Plan and Energy Evolution to fund



**the purchase and retrofitting that may be required to fund the cost of public-use EV chargers in already established parking metered spaces.**

**THEREFORE BE IT FURTHER RESOLVED that this project consider and ensure that:**

- a. The appropriate duration and location of time for downtown metered spaces**
- b. Feasibility of locations with proximity to current electrical conduits, such as newly resurfaced Montreal Road and other complete streets in the city**
- c. Local municipal parking garages are included**
- d. Parking enforcement of a 4-hour parking limit is not exceeded to allow for multiple EVs re-energizing per day.**
- e. Parking in these spots would be restricted to electric vehicles and only while charging.**
- f. There is opportunity to align with High Performance Development Standards (HPDS), in terms of its requirements for private development, to induce developers to add EV chargers (cost recouped through a “preferred parking” fee) for resident parking and/or visitor parking at their private developments of multi-unit residential buildings (MURBs).**

**THEREFORE BE IT FURTHER RESOLVED staff report back in Q3 2023 on the feasibility and implementation of this project.**

In the interim, Councillor King had substituted a newer version of his Motion (see further below) for the one he had introduced at Committee on 21 February, and he spoke to provide context for the new Motion. Ms. Andrea Flowers, Manager, Strategic Projects, Planning, Real Estate and Economic Development Department, was present to respond to questions.

The Committee then heard from the following public delegations:

1. Ms Angela Keller-Herzog<sup>+</sup>, Executive Director, Community Associations for Environmental Sustainability (CAFES)
2. Mr. Raymond Leury<sup>+</sup>, President, Electric Vehicle Council of Ottawa
3. Ms Lise Wayne

*[<sup>+</sup> Slide presentations/visuals/videos held on file with the Office of the City Clerk.]*

*[\* Individuals / groups marked with an asterisk above either provided comments in writing or by e-mail; all submissions and presentations are held on file with the Office of the City Clerk.]*

Responding to a question as to whether the revised Motion could be shared with Hydro Ottawa in advance of Council's consideration of this item, Councillor King confirmed that he was amenable to the suggestion.

Following questions to the delegations and to staff, and with Committee discussions having concluded, Councillor King's revised Motion was put before Committee and was 'CARRIED', as presented.

#### **REVISED MOTION N° ECCC 2023 02-02**

Moved by Councillor R. King:

**WHEREAS On April 24, 2019, City Council declared a Climate Emergency for the purposes of naming, framing, and deepening our commitment to protecting our economy, our eco systems, and our community from climate change; and**

**WHEREAS this declaration provides additional direction to staff for expanded work on the Climate Change Master Plan, Energy Evolution, and the future Climate Resiliency Plan; and**

**WHEREAS Energy Evolution identifies transitioning from gas and diesel vehicles to electric vehicles as one of the most important actions required to meet Ottawa's target to reduce greenhouse gas emissions to zero by 2050 and identified a Personal Electric Vehicle Strategy as one of 20 priority projects; and**

**WHEREAS the City of Ottawa has 53 public chargers on City property and in the Right of Way; and**

**WHEREAS public chargers on City property are a pay for use service with fees, as outlined in the Corporate EV Policy, and the City is obligated to provide accessible services to people with disabilities, including Accessible Parking Permit holders; and**

**Whereas Section III of the Highway Traffic Act, 1990 allows for the provision of Accessible Parking Permits in Ontario, and Part C of the City's**

**Traffic and Parking Bylaw includes provisions and exemptions for Accessible Parking Permit holders; and**

**WHEREAS future spending allocations from the Parking Reserve Fund have been identified in the Parking Services Capital Program Plan to expand the network of EV charging stations on-street and at City of Ottawa owned paid parking lots; and**

**WHEREAS charging stations are part of the City's efforts to support the uptake of electric vehicles in Ottawa, as public charging infrastructure is a major contributor to adoption of electric vehicles amongst Ottawa residents; and**

**WHEREAS EV charging stations have been installed leveraging partnerships and funding supports from other levels of government including for example, the right of way chargers which were installed with support from the federal government under the Zero Emission Vehicle Infrastructure Program, and Envari, an affiliate of Hydro Ottawa; and**

**WHEREAS privately-owned companies as well as organizations such as Carleton University and the Science and Technology Museum currently offer charging stations in their paid parking lots and garages; and**

**WHEREAS the public stations may help attract visitors to travel and spend extra time in Ottawa that otherwise may not have visited the downtown due to its limited EV charging capabilities;**

**THEREFORE BE IT RESOLVED that staff be directed to report back to Environment and Climate Change Committee with recommended updates to the Corporate EV Policy that describe how charging stations are installed and operate on City of Ottawa property, including considerations for:**

- a. Best practices including reviewing benchmark pricing and competitive bidding practices from other jurisdictions including municipalities, private businesses, and commercial properties**
- b. Implications of providing free charging in pay-to-use parking facilities**

- c. Prioritization of sites according to safety, accessibility, cost for installation, and electrical capacity**
- d. Reporting metrics for asset management including current condition, replacement cost, estimated lifespan, and repair history**
- e. Resource requirements for upgrading existing facilities, maintenance, training, technical support, and upkeep of charging stations**
- f. safety design standards for on-street and off-street installations, including considerations for indoor and outdoor charging stations and appropriate fire suppression**
- g. Corporate governance and decision making for charging station projects including procurement, ownership, operation, maintenance, replacement, renewal, revenue and expenses**

**BE IT FURTHER RESOLVED that staff provide a report on the role for the City of Ottawa in supporting the adoption of Electric Vehicles through a Personal EV Strategy, including considerations for:**

- a. Geographic coverage of public charging equipment across neighbourhoods and identification of gaps**
- b. Municipal policy tools to advance home charging for multiple built forms including condominiums, rentals, and multi-unit dwellings**
- c. EV charging in long term City plans such as the Zoning By-law, Transportation Master Plan, Asset Management Plans, and Long-Range Financial Plans**
- d. Resource requirements and/or partners to implement the Personal EV Strategy**
- e. Education and outreach activities to accelerate EV adoption in the community**
- f. Compatibility of EV charging with City of Ottawa Complete Streets Framework**

**BE IT FURTHER RESOLVED that**

- a. the placement and locations of off-street EV charging stations do not interfere or diminish the rights of Accessible Parking Permit holders to regulated amounts of accessible parking spaces, and**
- b. the placement and locations of on-street EV charging stations do not interfere with no parking zones, which are designated accessible parking spaces for Accessible Parking Permit holders, as described in Part C of the City's Traffic and Parking Bylaw and**
- c. Staff will develop the Corporate EV Policy and Personal EV Strategy with requirements to ensure access for Accessible Parking Permit holders, including visitors and residents with disabilities**

**BE IT FURTHER RESOLVED that staff engage with key stakeholders including Hydro Ottawa, the Accessibility Office, and the Accessibility Advisory Committee throughout the policy update and strategy development process to ensure alignment of strategic priorities and identification of risks and opportunities.**

**BE IT FURTHER RESOLVED that staff provide an opportunity for public feedback on the Personal EV Strategy and consider community priorities.**

**BE IT FURTHER RESOLVED that staff report back in Q4 2023 on recommendations related to both the Corporate EV Policy and the Personal EV Strategy.**

**Carried**