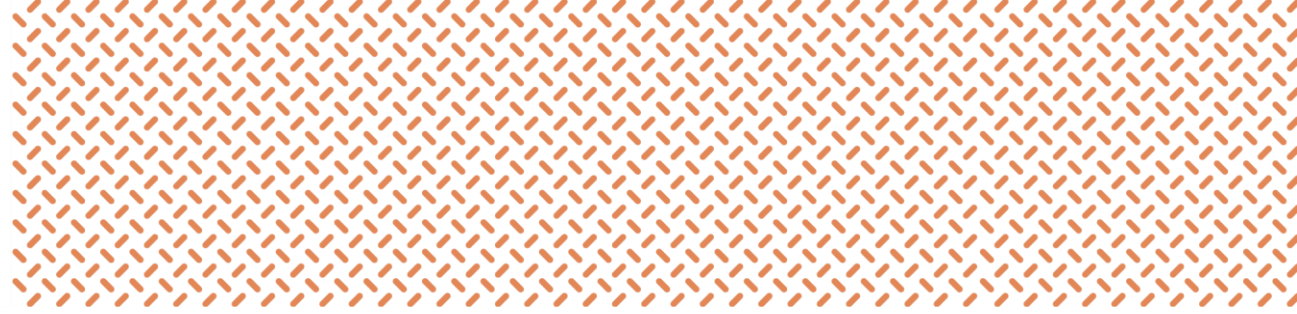




**SAULT
STE. MARIE**



ChargeIT

City of Sault Ste. Marie Community Electric Vehicle Charging Infrastructure Plan

Presented to: City of Sault Ste. Marie Council Meeting: January 8, 2024

Presented by: Emily Cormier, Sustainability Coordinator

Background

- **June 13, 2022:** resolution directing staff to develop a community electric vehicle (EV) charging infrastructure plan
- Transportation accounts for **38%** of community - **highest** source of community emissions, **excluding industry**
- Increasing opportunities to **encourage the adoption** of EVs is one of many steps that the City must consider to meet its goal of net zero emissions by 2050.
- The City has a wide range of other **transportation and land use** policies, programs and infrastructure initiatives that are either in use or in the planning stage to increase the use of more **sustainable transportation modes** (e.g., walking, cycling, or public transit).
- **Active transportation** and **public transit** must also continue to be prioritized through the development of the *Active Transportation Master Plan*, and transit electrification.
- The Planning Departments **Grow the Sault** project is also considering addressing ways to ensure more EV readiness in future developments

Plan Overview

- The *Sault Ste. Marie Community Electric Vehicle Charging Infrastructure Plan* (SSM EV CCIP) focuses on actions to increase opportunities for passenger light duty vehicle **charging infrastructure** for personal vehicles.
- Provides an **understanding** of municipal **best practices** to enable and accelerate deployment of public EV charging infrastructure.

ChargeIT Analysis

Opportunities

- Reducing GHGs
- Municipal Authority
- Economic
- Equity

Challenges

- Access
- Cost (Up Front, Interest Rates)
- Electricity Load Management and Utility Deposit Concerns
- Information & Awareness

Examples of municipalities creating regulations or by-laws to encourage EVs



1. City of Cambridge: April 11, 2023 voted to look at creating a new regulation that would require all new development, retail locations and city parking lots to have a designated number (or percentage) of EV charging stations



2. City of Kitchener: Zoning bylaw 2019-051 (amended on March 21, 2022) requires a minimum of 20% of parking spaces required for multiple dwellings to be EV-ready. Additionally, for non-residential buildings and care facilities, 17.5% of parking spaces must be EV-ready



3. City of Toronto: All residential parking spaces provided for dwelling units located in an apartment building, mixed-use building, and multiple dwelling unit building, but excluding visitor parking, must include an energized outlet capable of providing Level 2 charging or higher to the parking space per Zoning Bylaw 569-2013 (amended December 2021) and the Toronto Green Standard version 4 performance standards for EV Infrastructure (in effect May 2022)

Examples of municipalities creating regulations or by-laws to encourage EVs



4. **City of Waterloo:** Requires all structured parking spaces for apartments, multi-unit residential buildings (MURBs), mixed-use and non-residential buildings built after January 1, 2021, to be EV-ready (per Zoning bylaw 2018-050 was amended on September 21, 2020)



5. **Town of Ajax:** In April 2022, Ajax approved a sustainable building framework, the Green Development and Environmental Design Guidelines (GDEDG). It applies to new development and redevelopment. All mid- to high-density residential and non-residential buildings with over 20 parking spots must ensure half of their parking spaces have EV charging stations or are EV-ready. If a building has less than 20 parking spaces, 10% of the total spots must be EV-ready



6. **Town of Whitby:** In 2020, Whitby developed “Green Standard” guidelines to encourage sustainability in new developments. Not mandatory building standards, as they exceed requirements under the Ontario Building Code and Provincial Planning Act, they suggest that residential and non-residential buildings that are four storeys or taller should make 20% of their parking stalls EV-ready

Charging Infrastructure Location Considerations

Site Deployment Attributes

- Equitable Accessibility
- Amenities and Convenience
- Proximity to Services
- Residential Factors
- Community and Infrastructure Support

Locations

- High-Traffic Areas
- Workplaces
- Public Institutions
- Future Development Areas
- Public Parking Facilities

Plan Overview

ChargeIT has three objectives including:

1. Charging Availability
2. Education & Advocacy
3. Municipal Leadership & Governance

Plan Breakdown:

- Actions: 13 (**9 already in progress**). Include: Objective, Actions, Responsibility, Timeline and Performance Measures
- Resources: zoning, planning and building code, funding, supporting programs, policies and legislation

Actions Underway

1. Charging Availability

- Identify high-priority areas for public charging infrastructure
- Leverage and explore funding opportunities to expand public charging infrastructure

2. Education and Advocacy

- Engage and partner with local organizations to share EV information and best practices
- Stay up to date on regulatory changes, funding and pilots to reduce congestion and promote EV adoption
- Advocate for policies that support a transition to EVs



October 14, 2023: City, PUC and Sault Climate Hub partner to deliver Sault Ste. Marie's first EV Showcase

Actions Underway

3. Municipal Leadership & Governance

- Collaborate with stakeholders to incorporate EV infrastructure in their long-term planning strategies
- Update the City Zoning By-law to include requirements for EV charging infrastructure in new multi residential and large commercial buildings
- Budget for the installation of public chargers on key City facilities to lead charging infrastructure deployment in the community
- Create an EV Charging Infrastructure working group with a goal to oversee and progress plan implementation with members of City Staff (Parking and Transit, Engineering, By-law, Sustainability) and PUC Services

Financing ChargeIT

Electric Vehicle ChargeON Program

- Provides funding for the installation of public electric vehicle (EV) chargers in Ontario communities outside of major cities with populations less than or equal to 170,000
- Competitive, application-based grant program offering up to **50-75%** of capital funding through post-construction rebates.

Zero Emission Vehicle Infrastructure Program (ZEVIP)

- Provides funding towards the deployment of electric vehicle (EV) chargers and hydrogen refueling stations across Canada.
- ZEVIP will be opening up funding in Spring 2024 towards projects focusing on EV charger deployment in public places, on-street, in multi-unit residential buildings, at workplaces, and for vehicle fleets. NRCan's contribution will be limited to fifty percent (50%) of Total Project Costs up to a maximum of 10 million dollars per project.

The City and the PUC are working on applications to both of these above mentioned funding streams

Next Steps

1. Seek Council approval and adoption of the plan
2. Budget for the installation of public chargers on key City facilities to lead charging infrastructure
3. Continue to seek out funding opportunities to increase availability of charging infrastructure in the community
4. Create an EV Charging Infrastructure working group with a goal to oversee and progress plan implementation with members of City Staff (Parking and Transit, Engineering, By-law, Sustainability) and PUC Services

*ChargeIT is a **living document** that should be **updated and adapted regularly** to acknowledge changing technology, funding and provincial and federal legislative initiatives.*



Thank You. Questions?

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