

STREETS AND TRAFFIC BYLAW, AMENDMENT BYLAW (NO. 18)

A BYLAW OF THE CITY OF VICTORIA

The purpose of this Bylaw is to amend the *Streets and Traffic Bylaw* to:

1. Delegate to the Director of Engineering and Public Works the authority to issue licences to owners and occupants of residential property so that they can lay their electric vehicle charging cords across City property for the purpose of charging electric vehicles;
2. Allow the Director of Engineering and Public Works to set fees for use of City electric vehicle charging stations that are within Car Share Co-op Parking Zones; and
3. Increase the street occupancy fees within Electric Vehicle Charging Zones.

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Under its statutory powers, including sections 8, 35-36, 46, 62, and 194 of the *Community Charter*, section 124 of the *Motor Vehicle Act*, and section 14 of the *Victoria City Act, 1919*, the Council of the Corporation of the City of Victoria in an open meeting assembled enacts the following provisions:

Title

- 1 This Bylaw may be cited as the “Streets and Traffic Bylaw, Amendment Bylaw (No. 18)”.

Definition

- 2 In this Bylaw, “**S&T Bylaw**” means Bylaw No. 09-079, the Streets and Traffic Bylaw.

Amendments

- 3 The S&T Bylaw is amended as follows:
 - (a) in the table of contents, by inserting the following entry after the entry for “72A”:
“72B Car share co-op parking zone”;
 - (b) in section 4, by inserting the following definition immediately after the definition of “car share co-op vehicle”:

““car share EV station”

means a battery charging station that is available for car share co-op vehicles for the purpose of transferring electric energy to a battery or other energy storage device in an electric vehicle;”

(c) by repealing section 45(aa) entirely and replacing it with the following:

“Car Share Co-op Parking Zone for the exclusive use of car share co-op vehicles and stopping, standing or parking in that zone by other vehicles is prohibited, and in which car share EV stations for the exclusive use of electric vehicles that are also car share co-op vehicles may be erected, maintained, and operated, and prescribing fees for the use of car share EV stations in that zone;”;

(d) by inserting the following new section immediately after section 72A:

“Car Share Co-op Parking Zone

72B (1) In a Car Share Co-op Parking Zone when the Zone is in effect, the driver of a vehicle must not:

- (a) cause or permit the vehicle to stop or remain standing unless the vehicle is a car share co-op vehicle, or
- (b) cause or permit the vehicle to stop or remain standing within a parking space designated for the use of a car share EV station, except for the purpose of charging an electric vehicle that is a car share co-op vehicle at a charging station for the permitted time in accordance with signs placed in or near that Zone.

(2) The driver of an electric vehicle must immediately upon parking, connect the electric vehicle to the car share EV station closest to the parking space at which the electric vehicle is parked to initiate a charging session.

(3) No person shall tamper with, deface, damage, or destroy a car share EV station.

(4) If a person parks or charges a vehicle contrary to the provisions of this section, a separate offence is deemed to have been committed for each successive period of time during which the vehicle could have been lawfully parked during the period of time the vehicle was unlawfully parked in the parking space.”; and

(e) in section 106(3)(b)(i), by inserting the following new clause immediately after (D):

“(E) \$140.00 per day where a charging station or car share EV station is affected, and the aforesaid is a direct current fast charging

station providing at least 50 kilowatts of direct current electrical power;”.

4 The S&T Bylaw is further amended as follows:

- (a) in the table of contents, by inserting the following entry after the entry for “105”:
“105A Electric vehicle charging infrastructure on street”;
- (b) in section 101(2), by renumbering current paragraph “(d)” as new paragraph “(e)”;
- (c) in section 101(2), by inserting the following new paragraph immediately after paragraph (c):
“**(d)** electric vehicle charging works for which a licence has been entered into under section 105A of this Bylaw;”;
- (d) in section 102(2), by renumbering current paragraph “(d)” as new paragraph “(e)”;
- (e) in section 102(2), by inserting the following new paragraph immediately after paragraph (c):
“**(d)** electric vehicle charging works for which a licence has been entered into under section 105A of this Bylaw;” and
- (f) by inserting a new section immediately after section 105 as follows:

“Electric vehicle charging infrastructure on street

- 105A (1) Council delegates to the Director of Engineering the authority to enter into and execute licence agreements allowing owners and occupants of residential property that abuts on, or is contiguous with, a street, to lay electric vehicle charging cords across sidewalk and boulevard adjacent to their property for the purpose of charging their electric vehicles, in accordance with the conditions set out in this section.
- (2) Any licence permitted under this section must be:
- (a) for a one year term,
 - (b) consistent with any policy developed by the Director of Engineering in consultation with the City’s Accessibility Advisory Committee, or a successor organization serving similar purposes, and
 - (b) in a form acceptable to the City Solicitor.

- (3) The Director of Engineering may impose terms and conditions on a licence permitted under this section.
- (4) The delegation to the Director of Engineering under this section includes the authority to exercise on behalf of the City any rights contained in any licence entered into pursuant to this section, and to amend, renew and terminate a licence pursuant to this section.
- (5) A person must not lay down or cause or permit to be laid down an electric vehicle charging cord or associated works that encroaches on, obstructs, or otherwise occupies any public place or sidewalk unless they obtain a licence pursuant to this section and strictly comply with the terms and conditions of the licence.
- (6) A Bylaw Officer may impound or cause to be impounded any electric vehicle charging cord or associated works that is not licensed as required by subsection (5) or is not in compliance with the terms of the licence, and it will be dealt with in accordance with the Property in Custody Bylaw.”.

5 The S&T Bylaw is further amended as follows:

- (a) In both Schedule F and Schedule G, row 2 (beginning with “50”), by inserting “72B(1), 72B(2),” immediately after “72A(6)”, in the column “Section numbers”; and
- (b) In both Schedule F and Schedule G, row 4 (beginning with “72A(5)”), by inserting “72B(3),” immediately after “72A(5),” in the column “Section numbers”.

Consequential Amendments – Ticket Bylaw

6 The Ticket Bylaw No. 10-071 is amended at Schedule MM by adding the following new rows immediately below the row with the text “Unlawful plug/unplug electric vehicle” in Column 1:

| | | | |
|--|-------------|----------|----------|
| Park in Car Share Co-op Parking Zone contrary to Streets & Traffic Bylaw | 72B(1), (2) | \$175.00 | \$125.00 |
| Tamper/deface/damage/destroy car share EV station | 72B(3) | \$300.00 | \$250.00 |

7 The Ticket Bylaw is further amended at Schedule MM by adding the following new row immediately below the row with the text “Allow liquids to flow on/over street” in Column 1:

| | | | |
|--|---------|----------|----------|
| Electric vehicle charging cord without licence or not in compliance with licence | 105A(5) | \$200.00 | \$175.00 |
|--|---------|----------|----------|

Effective Date

8 This Bylaw comes into force on adoption, except sections 4 and 7 which come into force on January 1, 2025.

READ A FIRST TIME the **28th** day of **November** 2024

READ A SECOND TIME the **28th** day of **November** 2024

READ A THIRD TIME the **28th** day of **November** 2024

ADOPTED on the day of 2024

CITY CLERK

MAYOR