



## **Council Report**

### **For the Meeting of May 19, 2022**

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**To:** Council **Date:** May 6, 2022  
**From:** Philip Bellefontaine, Director, Engineering & Public Works  
**Subject:** City Parkades Electric Vehicle Charging Fees Bylaw Update

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### **RECOMMENDATION**

That Council give first, second and third readings for the attached City Parkades Electric Vehicle Charging Fees Bylaw, Amendment Bylaw (No. 1) No. 22-054.

### **BACKGROUND**

The City's current public charging network consists of 19 level 2 charging stations located in city parkades and on street. The City has also partnered with BC Hydro on a pair of DC fast charging (DCFC) stations that are owned and operated by BC Hydro. A fee of \$1/hour (in addition to existing parking fees) for charging at level 2 charging stations has been in place since January 1, 2021 when Council approved bylaw changes implementing fees for EV charging.

With the adoption of Victoria's Electric Vehicle and E-Mobility Strategy in March 2022, the City plans to expand the public charging network by adding over 600 charging stations, including over 100 level 2 stations and 6 City operated DC fast charging stations in 2022. Some of the upcoming projects include new types and levels of charging stations that are not covered in the existing bylaws such as DC fast charging stations and level 2 stations with power sharing. Descriptions of charging types and levels can be found in Appendix C.

On April 07, 2022, Council directed staff to bring forward amendments to the Parkades Electric Vehicle Charging Fees Bylaw and the Streets and Traffic Bylaw to:

- a. expand and update the types of electric vehicle charging offered in City Parkades, surface lots and on street; and
- b. create a new monthly electric vehicle charging fee option for permit holders parking in designated spaces with provision for electric vehicle charging.

#### *EV Charging Fee Considerations*

The introduction of new varied charging options and new fees for use of city-owned EV chargers in parkades and surface lots is expected to result in more options for users of the City's public charging network. Users will have the ability to select charging options best suited to their needs, based on cost, convenience, and rate of charging.

New power sharing chargers will allow long-stay visitors to City parkades to charge their vehicles through the day at a modest cost. Those requiring the convenience of a rapid charge will be able to utilize the City's DC fast chargers at a rate that is a modest premium over level 2 chargers and aligned with those rates currently available from BC Hydro.

The table below lists the existing and proposed hourly EV charging fee rates and includes the estimated cost per kilowatt hour (kWh) and the cost per minute (cost per minute is a typical unit used for DC fast charging).

#### Amended Bylaw Fee Schedule

	Fee Type	Type of Charging Station	Charging Station Specifications	Fee for Drivers	Estimated Cost per kWh (\$)
1	Existing	Level 1	N/A	\$1.00 per 8 hours of use	0.07
2	Existing	Level 2	without power sharing	\$1.00 per hour	0.16
3	New	Level 2	with power sharing	\$0.25 per hour or \$35/month for monthly permit holders	0.16
4	New	DCFC	25 kilowatts	\$5.00 per hour	0.20
5	New	DCFC	50 kilowatts	\$12.00 per hour	0.24
6	New	DCFC	100 kilowatts	\$16.00 per hour	0.16

These fees have been established based on a number of considerations:

- Consistency with other municipalities.
- Providing charging options to those without access to home charging at a fee similar to the BC Hydro residential rate.
- Consistency with existing BC Hydro Public EV Charging fees.
- Providing a range of charging and fee options aligned with journey purpose (ex: long stay commuter parking vs short stay visit).
- Supporting the expansion of car share EVs currently underway.
- Aligning "level of service" with fee structure (fast charging vs slower charging).

Staff anticipate regular fee reviews and updates based on factors including level of use, user feedback, and changes to how charging for electricity is permitted.

The proposed fees are based on the maximum kW output of the charging station, not on actual kW output received or requested by the vehicle. Measurement Canada does not currently allow EV charging providers to charge for electricity by the kilowatt hour (kwh) consumed but is currently working to allow kilowatt hour billing. Staff anticipate the City will be able to transition to a per/kWh based fee in the future with a future report and bylaw amendment at that time.

The initial expansion of the City's public EV charging network is intended to build momentum providing access to EV charging infrastructure for Victoria residents. Currently, it is expected that the revenue from charging fees and the sale of Low Carbon Fuel Credits associated with the City's

public EV charging network will cover the City's cost of electricity, operational costs, as well as equipment maintenance and repairs.

A copy of City Parkades Electric Vehicle Charging Fees Bylaw, Amendment Bylaw (No. 1) No. 22-054 is attached as Appendix A and Council may consider giving first, second, and third readings of the bylaw.

A future report later this year will bring forward an EV parking fees update to the Streets and Traffic Bylaw. These fees will be broadly the same as for parkades.

Respectfully submitted,

Laura Berndt  
Manager – Energy and Climate Action

Philip Bellefontaine  
Director, Engineering & Public Works

**Report accepted and recommended by the City Manager.**

**List of Attachments:**

- Appendix A: City Parkades Electric Vehicle Charging Fees Bylaw, Amendment Bylaw (No. 1) No. 22-054
- Appendix B: City Parkades Electric Vehicle Charging Fees Bylaw with proposed amendments
- Appendix C: EV Charging Infrastructure and Technology