



ADMINISTRATIVE REPORT

Report Date: June 3, 2019
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Meeting Date: June 11, 2019

TO: Vancouver City Council
FROM: General Manager, Planning Urban Design and Sustainability
SUBJECT: Resolution for Submission to 2019 UBCM Convention – Electric Vehicle Right to Charge

RECOMMENDATION

- A. THAT Council receive this report for information.
- B. THAT Council support the resolution to UBCM attached as Appendix “A” to the report, calling on the Provincial Government to develop ‘Right-to-Charge’ regulations for the *Strata Property Act* and *Residential Tenancy Act*.
- C. THAT Council instruct the City Clerk to forward the resolution that is attached as Appendix “A” to the UBCM for submission in advance of its 2019 Convention.

REPORT SUMMARY

The intent of this report is to bring forward a proposed UBCM resolution that requests that the provincial government develop ‘Right-to-Charge’ rules for all multi-family buildings.

COUNCIL AUTHORITY/PREVIOUS DECISIONS

In November 2015, City Council approved the Renewable City Strategy, committing to derive all energy from renewable sources before 2050. This includes action in general to transition to renewable transportation, and specific actions to develop an electric vehicle infrastructure strategy and to develop a preferential parking rule(s) for zero emission vehicles.

In November 2016, City Council approved the EV Ecosystem Strategy, which established 32 priority actions to be undertaken to improve access to electric vehicle (“EV”) charging infrastructure between 2016 and 2021. The EV Ecosystem Strategy formalized the City of

Vancouver's role as a provider of, and a market enabler for, electric vehicle charging over the next five years. A key pillar of that strategy is to expand access to home (and workplace) charging.

In November 2017, City Council approved the Renewable City Action Plan. The Action Plan reaffirmed the City's intent to develop a preferential parking policy for zero emission vehicles (T.14), expand building requirements for EV charging readiness (T.16), expand the public fast charging network (T.12), and improve the public level 2 charging network (T.11).

In January 2018, City Council approved an increase of \$750,000 to a multi-year capital budget for EV Ecosystem Strategy for improvements to the public charging network as part of the Electric Vehicle Ecosystem Strategy.

In April 2019 City Council approved a Climate Emergency Response that included a target that by 2030, 50% of the kilometres driven on Vancouver's roads will be by zero emissions vehicles. The Climate Emergency Response highlights the need for Vancouver to work with other governments, utilities and other partners to achieve the objectives.

CITY MANAGER'S/GENERAL MANAGER'S COMMENTS

The City Manager recommends approval of the foregoing.

REPORT

Background/Context

The Province of BC has committed to all new light-duty vehicle sales being zero emission vehicles ("ZEVs") by 2040. To achieve this objective, the province has legislated a "Zero Emission Vehicle Standard" that mandates the minimum fraction of light-duty vehicle sales that must be zero emissions, including sales targets of 10% ZEV sales by 2025, 30% by 2030, and 100% by 2040.

The vast majority of ZEV sales are and are expected to continue to be plug-in electric vehicles beyond 2040 and that these vehicles are most commonly purchased by individuals or families with access to home charging infrastructure.

Increased access to home charging is a significant factor in residents choosing to switch to electric vehicles. While the City's public charging network is growing and is designed with the intention to support charging for those without access to home charging, any ability to support home charging reduces congestion at public charging points.

Some 45% of British Columbians – and over 60 per cent of Vancouverites - live in multi-family buildings. These buildings present a significant barrier to EV adoption because many do not have adequate EV charging infrastructure and there is no legal recourse for residents who are refused permission to install electric vehicle charging infrastructure in their own parking stall.

Strategic Analysis

Laws regulating the governance of stratas and rental tenancies are regulated by the Province of BC under the *Strata Property Act* and the *Rental Tenancy Act*, respectively, and are not under the control of local governments.

The City's *Standards of Maintenance By-law* requires landlords and stratas to make any *existing* electric vehicle charging infrastructure available for use by residents. Many other local governments do not have such powers. Further, the City cannot compel a strata corporation or landlord to allow the installation of *new* charging infrastructure, as such powers are within the provincial government's jurisdiction.

Right-to-charge rules provide a legal recourse for residents wishing to install electric vehicle charging infrastructure in their home parking stall in multi-family buildings. They have been implemented in jurisdictions such as Ontario, California, and Hawaii.

These rules are designed to ensure that stratas and landlords cannot unreasonably prohibit home charging stations, but also provide guidance in terms of cost sharing and responsibilities for operating the stations. They include processes for residents to make an installation application, timelines in which the strata or landlord needs to respond to requests, responsibility for installation and operational costs, and definitions of what constitutes a reasonable denial of an application.

Therefore this report recommends that the UBCM request that the province develop 'Right-to-Charge' rules. These rules should be developed to consider the needs of residents in all forms of multi-family buildings, and not be limited to stratas.

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Appendix “A”

Proposed UBCM Resolution - Electric Vehicle Right-To-Charge Rules

WHEREAS the Province of BC has legislated that all new light-duty vehicle sales will be zero emission vehicles (“ZEVs”) by 2040 to support its goal of reducing greenhouse gases by at least 80% by 2050, and that access to home charging infrastructure will continue to be a prerequisite for many ZEV owners;

WHEREAS British Columbians living in multi-family buildings without access to home charging infrastructure do not have legal recourse if they are refused permission to install and/or use electric vehicle charging infrastructure in their own parking stall;

THEREFORE BE IT RESOLVED that the UBCM request that the province develop ‘Right-to-Charge’ rules, such as those in place in Ontario, California and Hawaii, to facilitate access to home charging infrastructure for British Columbians living in multi-family buildings.