



Electric Vehicle Charging in New Buildings

Information webinar
March 27, 2023

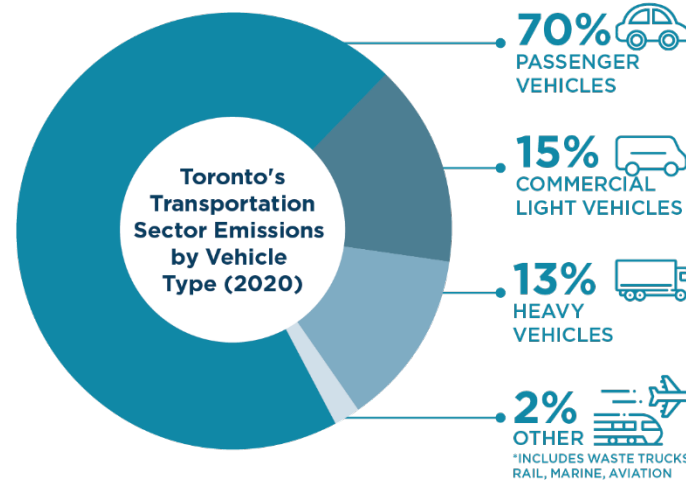
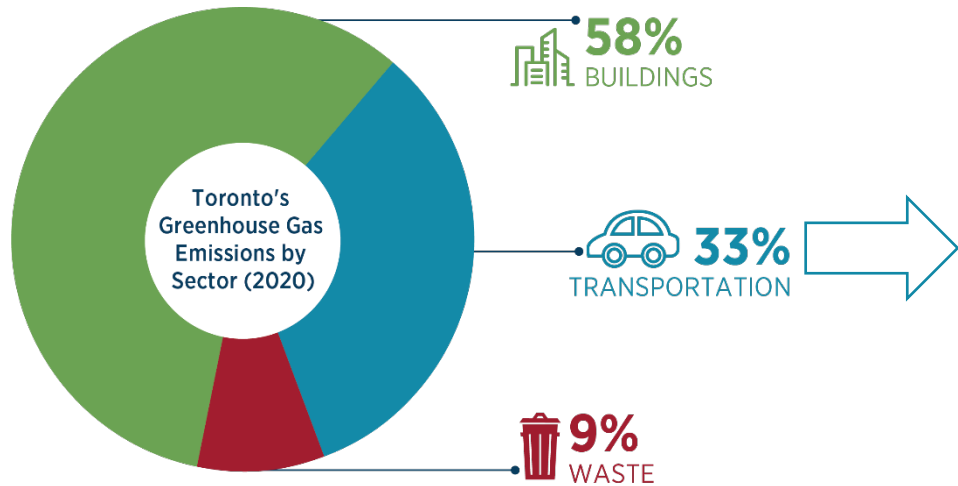
Thank you to our partners

The EV-related presentations are part of the City of Toronto's EV Outreach Initiative, which is delivered in partnership with Clean Air Partnership and Plug'n Drive.

The City of Toronto thanks the Government of Canada for its support of this work through the Zero Emission Vehicle Awareness Initiative.



Why do EVs matter?



On-road transportation accounts for 33% of Toronto's GHG emissions

EVs have other benefits

- No tailpipe emissions
- Quiet
- Lower fuel & maintenance costs

TransformTO Net Zero Strategy (December 2021)

- GHG emission reduction targets:
 - 30 per cent by 2020
 - 45 per cent by 2025
 - 65 per cent by 2030
 - Net zero by 2040
- Detailed Net Zero Strategy matching each sector-based target with a set of 30 short-term actions for 2022-2025



National and global shift to electric vehicles

Federal targets

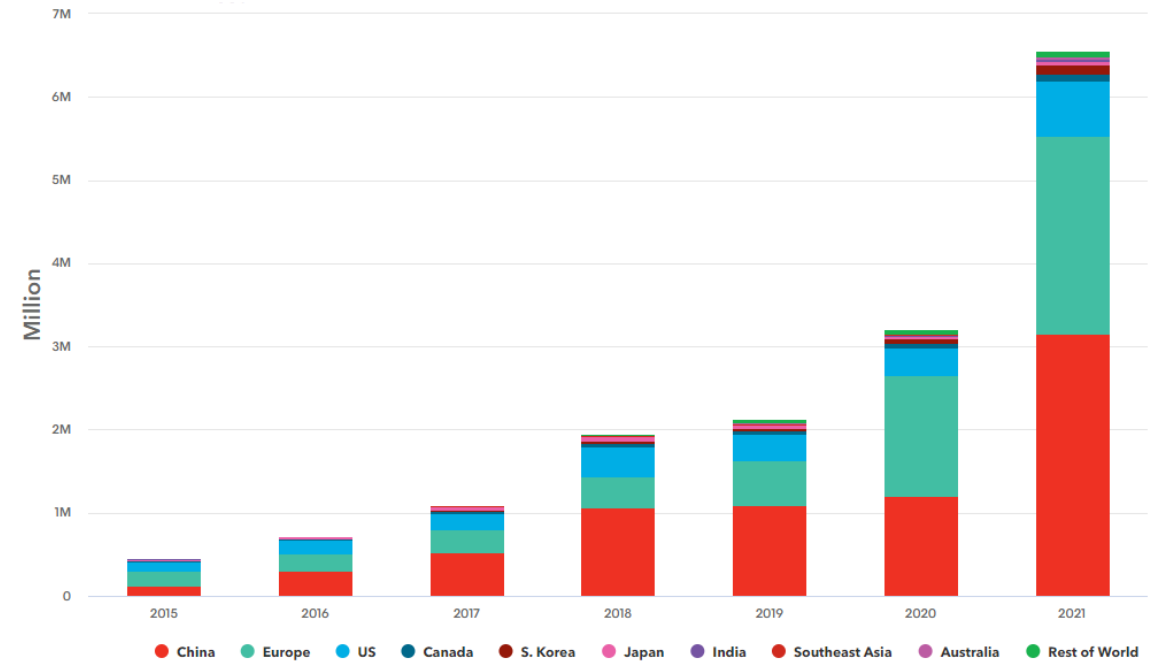
Share of ZEVs in sales of new light-duty cars and passenger trucks:

- 20% by 2026
- 60% by 2030
- 100% by 2035

Global shift

- 22 governments have ZEV sales targets
- Major automakers have announced shifts to EV production
- 100+ governments, automakers, fleet owners & others signed COP26 declaration on accelerating the transition to 100% zero emission cars and vans

Global passenger EV sales by major market



Source: Bloomberg NEF

EV Infrastructure Requirements

Zoning By-law

200.5.1.10(14) Electric Vehicle Infrastructure

Parking spaces must be equipped with an **energized outlet**, which is clearly marked and identified for electric vehicle charging, in accordance with the following:

(A) **all residential parking spaces** provided for dwelling units located in an apartment building, mixed use building, "multiple dwelling unit building", detached house, semi-detached house, townhouse, duplex, triplex, fourplex, or for a secondary suite or laneway suite, excluding visitor parking spaces, must include an energized outlet capable of providing Level 2 charging or higher to the parking space; and

(B) **in cases other than those set out in (A) above, 25 percent of the residential and non-residential parking spaces** in a building must include an energized outlet capable of providing Level 2 charging or higher.

Toronto Green Standard (TGS) Version 4

Reinforces the Zoning By-law requirements through the Site Plan Control approvals process with the following differences:

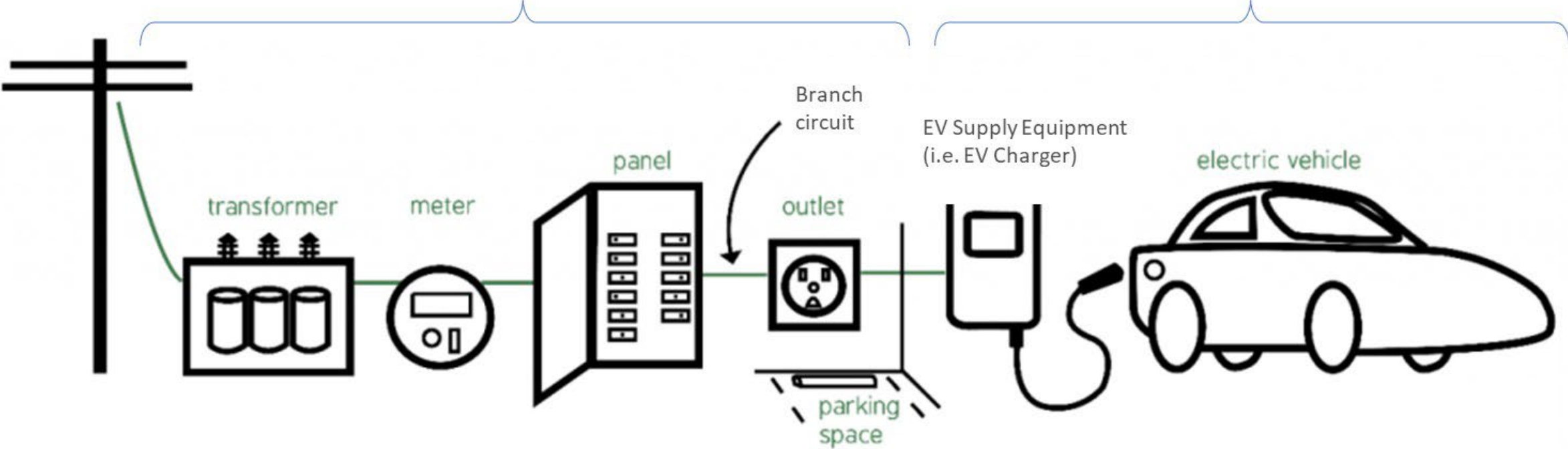
(A) For any development that is subject to the Toronto Green Standard for Low-Rise Residential Version 4, EV-Ready infrastructure or installed EVSE shall be provided in any parking spaces associated with the development and not solely within a building, and

(B) For City-owned new buildings, EV-Ready infrastructure or installed EVSE is encouraged for any parking spaces provided either inside of the building or at-grade in order to contribute to City-wide, public charging infrastructure.

EV-ready parking

“EV Ready” Electrical Infrastructure

EVSE Installed when drivers adopt EVs





Questions?