

**THE CITY OF NEW WESTMINSTER**

**BYLAW NO. 8039, 2018**

**(Electric Vehicle Infrastructure Guidance for Development Permit Area Guidelines)**

**A Bylaw to Amend Official Community Plan Bylaw No. 7925, 2017**

WHEREAS the *Local Government Act* empowers a local government to adopt an Official Community Plan;

AND WHEREAS the City of New Westminster has adopted the Official Community Plan Bylaw No. 7925, 2017;

AND WHEREAS the City of New Westminster wishes to amend the Official Community Plan Bylaw No. 7925, 2017 to provide Development Permit Area guidelines for electric vehicle infrastructure in new construction;

AND WHEREAS the Council has specifically considered whether consultation regarding the amendment is required, and whether such consultation, if required, should be early or ongoing;

NOW THEREFORE the Council of the City of New Westminster in open meeting assembled hereby enacts as follows:

1. This Bylaw may be cited as “Official Community Plan Amendment (Electric Vehicle Infrastructure Guidance for Development Permit Area Guidelines) Bylaw No. 8039, 2018;
2. The Official Community Plan Bylaw No. 7925, 2017 is amended by adding the Table contents shown in Schedule 1 attached to the appropriate Development Permit Area Guidelines contained in Schedule B (Official Community Plan Development Permit Areas), Schedule C (Downtown Community Plan Development Permit Areas), and Schedule D (Queensborough Community Plan Development Permit Areas) of the Official Community Plan.

READ A FIRST TIME on an affirmative vote of a majority of all members of Council this 27th day of August, 2018.

READ A SECOND TIME on an affirmative vote of a majority of all members of Council this 27th day of August, 2018.

PUBLIC HEARING held this 17th day of September, 2018.

READ A THIRD TIME on an affirmative vote of a majority of all members of Council this 17th day of September, 2018.

ADOPTED on an affirmative vote of a majority of all members of Council this \_\_\_\_\_ day of \_\_\_\_\_, 2018.

\_\_\_\_\_  
Mayor

\_\_\_\_\_  
City Clerk

## Schedule 1 to Official Community Plan Amendment Bylaw No. 8039, 2018

New Westminster Official Community Plan Bylaw 7924 is amended at Schedule B, C and D (Official Community Plan Development Permit Areas) by adding new guidelines for electric vehicle infrastructure provision as shown in Table below and by deleting existing guidelines for electric vehicle infrastructure provision.

Development Permit Areas Section Number and Topic	Amended Text for Schedule B: Official Community Plan Development Permit Areas
<b>1.0 Residential Neighbourhood</b> <b>1.1 Laneway and Carriage Houses</b> <b>1.3 Infill Townhouses and Rowhouses</b> <b>1.4 Multiple Unit Residential</b> <b>1.4.19 Vehicular Access + Parking</b> <b>1.5 High Rise Residential</b> <b>1.5.19 Vehicular Access + Parking</b>	<p>Infrastructure for electric vehicles for residential parking spaces are required to meet electric vehicle charging provisions in the zoning bylaw. Infrastructure for electric vehicles for visitor parking should also be provided.</p>
<b>2.0 Residential Corridors</b> <b>2.1 Upper Twelfth Street</b> <b>2.1.19 Vehicular Access + Parking</b> <b>2.2 Sixth Street</b> <b>2.2.19 Vehicular Access + Parking</b>	<p>Infrastructure for electric vehicles for residential parking spaces are required to meet electric vehicle charging provisions in the zoning bylaw. Infrastructure for electric vehicles for visitor parking should also be provided.</p> <p>Infrastructure for electrical vehicles for commercial and institutional uses with more than 10 parking spaces, should provide an energized outlet Level 2 or higher for a minimum of one parking space for every 10 spaces, plus one space for additional parking spaces that number less than 10. In some cases, in addition to an energized Level 2 outlet, electric vehicle supply equipment may be required.</p>
<b>3.0 Commercial Corridors</b> <b>3.1 Upper Twelfth Street</b> <b>3.1.19 Vehicular Access + Parking</b> <b>3.2 East Columbia Street</b> <b>3.2.20 Vehicular Access + Parking</b>	<p>Infrastructure for electric vehicles for residential parking spaces are required to meet electric vehicle charging provisions in the zoning bylaw. Infrastructure for electric vehicles for visitor parking should also be provided.</p> <p>Infrastructure for electrical vehicles for commercial and institutional uses with more than 10 parking spaces, should provide an energized outlet Level 2 or higher for a minimum of one parking space for every 10 spaces, plus one space for additional parking spaces that number less than 10. In some cases, in addition to an energized Level 2 outlet, electric vehicle supply equipment may be required.</p>
<b>4.0 Mixed Use Nodes</b> <b>4.1 Uptown</b> <b>4.1.18 Vehicular Access + Parking</b> <b>4.2 Eighth Avenue and</b>	<p>Infrastructure for electric vehicles for residential parking spaces are required to meet electric vehicle charging provisions in the zoning bylaw. Infrastructure for electric vehicles for visitor parking should also be provided.</p> <p>Infrastructure for electrical vehicles for commercial and institutional uses with</p>

<p><b>McBride Boulevard</b>  <b>4.2.18 Vehicular Access + Parking</b>  <b>4.3 Braid Street and Brunette Avenue</b>  <b>4.3.18 Vehicular Access + Parking</b></p>	<p>more than 10 parking spaces, should provide an energized outlet Level 2 or higher for a minimum of one parking space for every 10 spaces, plus one space for additional parking spaces that number less than 10. In some cases, in addition to an energized Level 2 outlet, electric vehicle supply equipment may be required.</p>
<p><b>6.0 Employment Lands</b>  <b>6.1 Twentieth Street</b>  <b>6.1.17 Vehicular Access + Parking</b>  <b>6.2 Brunette</b>  <b>6.2.17 Vehicular Access + Parking</b>  <b>6.3 Mixed Employment Environment</b>  <b>6.3.17 Vehicular Access + Parking</b></p>	<p>Infrastructure for electrical vehicles for commercial and institutional uses with more than 10 parking spaces, should provide an energized outlet Level 2 or higher for a minimum of one parking space for every 10 spaces, plus one space for additional parking spaces that number less than 10. In some cases, in addition to an energized Level 2 outlet, electric vehicle supply equipment may be required.</p>
<p><b>6.0 Employment Lands</b>  <b>6.4 Industrial</b>  <b>6.4.17 Vehicular Access + Parking</b></p>	<p>Infrastructure for electric vehicles for industrial uses for employee parking should be considered with the following level of provision: for uses with more than 10 employee parking spaces, an energized outlet Level 2 or higher for a minimum of one parking space for every 10 spaces, plus one space for additional parking spaces that number less than 10.</p>
<p><b>Development Permit Areas</b>  <b>Section Number and Topic</b></p>	<p><b>Amended Text for</b>  <b>Schedule C: Downtown Community Plan Development Permit Areas</b></p>
<p><b>16.0 Downtown Design Guidelines</b>  <b>Section 13 Parking</b></p>	<p>Infrastructure for electric vehicles for residential parking areas are required to meet electric vehicle charging provisions in the zoning bylaw. Infrastructure for electric vehicles for visitor parking should also be provided.</p> <p>Infrastructure for electrical vehicles for commercial and institutional uses with more than 10 parking spaces, should provide an energized outlet Level 2 or higher for a minimum of one parking space for every 10 spaces, plus one space for additional parking spaces that number less than 10. In some cases, in addition to an energized Level 2 outlet, electric vehicle supply equipment may be required.</p>
<p><b>Development Permit Areas</b>  <b>Section Number and Topic</b></p>	<p><b>Amended Text for</b>  <b>Schedule D: Queensborough Community Plan Development Permit Areas</b></p>
<p><b>A. Commercial and Mixed Use</b>  <b>Queensborough Commercial</b>  <b>QC.25</b></p>	<p>Infrastructure for electrical vehicles for commercial and institutional uses with more than 10 parking spaces, should provide an energized outlet Level 2 or higher for a minimum of one parking space for every 10 spaces, plus one space for additional parking spaces that number less than 10. In some cases, in addition to an energized Level 2 outlet, electric vehicle supply equipment may be required.</p>

<p><b>A. Commercial and Mixed Use</b>  <b>Queensborough Main Street</b>  <b>QMS.31</b></p>	<p>Infrastructure for electric vehicles for residential parking spaces are required to meet electric vehicle charging provisions in the zoning bylaw. Infrastructure for electric vehicles for visitor parking should also be provided.</p> <p>Infrastructure for electrical vehicles for commercial and institutional uses with more than 10 parking spaces, should provide an energized outlet Level 2 or higher for a minimum of one parking space for every 10 spaces, plus one space for additional parking spaces that number less than 10. In some cases, in addition to an energized Level 2 outlet, electric vehicle supply equipment may be required.</p>
<p><b>B. Residential</b>  <b>Queensborough</b>  <b>Ewen Avenue Multi-Family</b>  <b>EMF.36</b>  <b>East Queensborough</b>  <b>EQ.29</b>  <b>Queensborough Eastern</b>  <b>Node</b>  <b>QEN.35</b>  <b>#2 Compact Lot CL.17</b></p>	<p>Infrastructure for electric vehicles for residential parking spaces are required to meet electric vehicle charging provisions in the zoning bylaw. Infrastructure for electric vehicles for visitor parking should also be provided.</p> <p>Infrastructure for electrical vehicles for commercial and institutional uses with more than 10 parking spaces, should provide an energized outlet Level 2 or higher for a minimum of one parking space for every 10 spaces, plus one space for additional parking spaces that number less than 10. In some cases, in addition to an energized Level 2 outlet, electric vehicle supply equipment may be required.</p>
<p><b>C. Industrial and Mixed Use</b>  <b>1.0 Queensborough Heavy</b>  <b>Industrial</b>  <b>HI.27</b></p>	<p>Infrastructure for electric vehicles for industrial uses for employee parking should be considered with the following level of provision: for uses with more than 10 employee parking spaces, an energized outlet Level 2 or higher for a minimum of one parking space for every 10 spaces, plus one space for additional parking spaces that number less than 10.</p>
<p><b>C. Industrial and Mixed Use</b>  <b>Queensborough Light</b>  <b>Industrial and Mixed</b>  <b>Employment</b>  <b>LI.31</b></p>	<p>Infrastructure for electrical vehicles for light industrial, commercial and institutional uses with more than 10 parking spaces, should provide an energized outlet Level 2 or higher for a minimum of one parking space for every 10 spaces, plus one space for additional parking spaces that number less than 10. In some cases, in addition to an energized Level 2 outlet, electric vehicle supply equipment may be required.</p>

CORPORATION OF THE CITY OF NEW WESTMINSTER  
ZONING AMENDMENT BYLAW  
(Electric Vehicle Charging Infrastructure in Residential Buildings)  
NO. 8040, 2018

A Bylaw to Amend Zoning Bylaw No. 6680, 2001

WHEREAS the Council has adopted a zoning bylaw under Part 14 of the *Local Government Act*, and wishes to amend the bylaw,

The CITY COUNCIL of the Corporation of the City of New Westminster, in open meeting assembled, ENACTS AS FOLLOWS:

1. This Bylaw may be cited for all purposes as “Zoning Amendment Bylaw (Electric Vehicle Charging Infrastructure in Residential Buildings) No. 8040, 2018.
2. Zoning Bylaw No. 6680, 2001 is amended at Section 120 [Definitions], by adding the following definitions in alphabetical order.

**ELECTRIC VEHICLE** means a vehicle that uses electricity for propulsion, and that can use an external source of electricity to charge the vehicle's batteries.

**ELECTRIC VEHICLE SUPPLY EQUIPMENT** means a complete assembly consisting of conductors, connectors, devices, apparatus, and fittings installed specifically for the purpose of power transfer and information exchange between a branch electric circuit and an electric vehicle.

**ELECTRIC VEHICLE ENERGY MANAGEMENT SYSTEM** means a system to control electric vehicle supply equipment electrical loads comprised of monitor(s), communications equipment, controller(s), timer(s) and other applicable devices.

**ENERGIZED LEVEL 2 OUTLET** means a connected point in an electrical wiring installation at which Level 2 service is taken to supply utilization equipment (with Level 2 defined by SAE International's 11772 standard).

3. Zoning Bylaw No.6680, 2001 is further amended by adding the following after section 150.77:

**“Provision of Electric Charging Infrastructure**

150.78 For new buildings that contain at least one *dwelling unit*, all residential *parking spaces* and spaces for *co-operative vehicles*, shall feature an *energized Level 2 outlet* or higher to the *parking space*. *Energized Level 2 outlets* will not be required for visitor parking spaces.

- 150.79 *Energized Level 2 outlets*, provided pursuant to section 150.78 above, shall be labeled for their intended use for electric vehicle charging.
- 150.80 Where an *electric vehicle energy management system* is implemented, the Director of Engineering may specify a minimum performance standard to ensure a sufficient rate of electric vehicle charging.
- 150.81 For spaces dedicated to *co-operative vehicles*, the Director of Engineering may specify a minimum performance standard to ensure a sufficient rate of electric vehicle charging.”

7. Zoning Bylaw No.6680, 2001 is further amended by replacing Section 150.74 with the following:

**“Parking for Co-operative Vehicles**

150.74 If one co-operative vehicle and one co-operative vehicle parking space are provided for any multiple unit dwelling, then the overall number of off-street parking spaces may be reduced by five (net reduction of four spaces) parking spaces for each co-operative vehicle and co-operative vehicle parking space up to a maximum of 10% of the parking required.”

8. Zoning Amendment Bylaw (Electric Vehicle Charging Infrastructure in Residential Buildings) No. 8040, 2018 is effective as at April 1, 2019.

GIVEN FIRST READING this 27th day of August, 2018

GIVEN SECOND READING this 27th day of August, 2018

Public Hearing held the 17th day of September, 2018

GIVEN THIRD READING this 17th day of September, 2018

ADOPTED this \_\_\_\_\_ day of \_\_\_\_\_, 2018

Mayor \_\_\_\_\_ Clerk \_\_\_\_\_