



November 29, 2021

City of Toronto Planning and Housing Committee

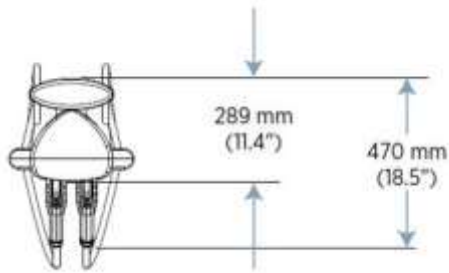
RE: Recommended Parking Requirements for New Development Report | Electric Vehicle Infrastructure

Dear Councilor Bailão, Councilor Bradford, Councilor Fletcher, Councilor Nunziata, Councilor Perks, and Councilor Wong-Tam

I am writing to you on behalf of ChargePoint Canada regarding the recent Public Notice Given for the Report to the Committee on the Recommended Parking Requirements for New Development on November 25th, 2021. ChargePoint has been committed to making it easy for businesses and drivers to go electric with one of the leading electric vehicle (EV) charging networks and portfolios of charging solutions available in the world.

This portfolio is in action across Canada's electric vehicle charging market with thousands of places to charge from St. John's, Newfoundland, to Prince George, British Columbia. In Canada, ChargePoint has initiated over 6.8 million charging sessions on its network, delivering 32,000 metric tonnes of greenhouse gas reductions and avoiding over 29 million litres of gasoline consumption.

ChargePoint is pleased to see that the City of Toronto is moving to make zoning by-law amendments that will enable all parking spaces for residents and 25% of other buildings to be EV Ready. This is a critical step to reducing greenhouse gas emissions across the transportation sector and providing EV drivers charging access at home and work. There is one related recommendation, though, that we would like to raise with the Committee, which is connected to reducing the number of variance applications for the installation of EV charging stations. The Report suggests that Council adopt amendments to introduce permissions for EV charging stations to be located within defined areas of the parking space as the current by-law "does not allow any fixed objects within the minimum required dimensions of a parking space" (see page 21 of 34). **However, the current proposals will still result in variance applications as there are several charging stations that would still protrude over the proposed 10-inch limit that is outlined in [Attachment 6 of the Report](#).** For example, ChargePoint's commercial charging station, the CT4000, which is typically installed in work, public and residential (shared use) parking lots, extends 18.5-inches from the wall, while a similar product from Flo, the CoRe+ extends 11.9-inches (see below). Further, it is likely that installations would include a protective bollard in front of the station as well, extending the protrusion.



[ChargePoint CT4000 Station Dimension](#)



[Flo CoRe+ Station Dimension](#)

We therefore recommend that the Committee and Council consider adjusting the proposed by-law amendment in the Report to allow for the easy installation of the broad range of EV charging stations on the market by enabling EV charging infrastructure that extends out to 25-inches to be installed without requiring variance applications. This would provide residents, businesses, and developments with more choice of EV infrastructure providers while promoting the electrification of transportation, saving costs, and reducing greenhouse gas emissions. Moreover, passing a bylaw amendment that provides for roughly 25-inches will result in fewer variance applications for the City of Toronto moving forward.

I would be happy to meet with any of you ahead of the December 15, 2021, deadline to present this to City Council for further action.

Sincerely,

Suzanne Goldberg,
Director of Public Policy - Canada
ChargePoint Canada Inc.