ATTACHMENT 2: SITING AND DEPLOYMENT PROCESS

Siting and Deployment Planning Process

Program oversight around siting and deployment, consistent with the governance framework established in 2024.IE16.5, will be provided by the City of Toronto through the Environment, Climate and Forestry (ECF) division, and be informed by the Toronto Parking Authority (TPA), who will continue to manage day-to-day operations of the existing network of electric vehicle (EV) chargers.

To date the siting of the City's existing network of EV chargers was focused exclusively on locations operated by the TPA, including their off-street parking lots and Pay and Display parking spaces. Building on the Council direction in IE16.5, going forward the approach to determining locations will take a more holistic view of opportunities to leverage City real estate and assets where they can support the greatest uptake of charging, including on-street permit parking spaces and other city owned parking lots, where appropriate and aligned with broader city objectives. Decisions will be based on demonstrated need and access, and Council-approved policy directions, rather than discretionary or ad hoc considerations. Further, the siting and deployment planning process, detailed below in Table 1, will be informed by ongoing, data-driven and model-based analysis of community, corridor, and commercial charging needs, supported by public consultation. This approach ensures investments are prioritized in areas with a high reliance on public charging, neighbourhoods with limited access to private at-home charging, and locations that reflect projected EV adoption, electricity supply constraints, and land-use changes.

The Proponent is responsible for delivering sufficient charging infrastructure, including charger quantity, charger type, and system capacity, to meet annual kilowatt (kW) demand targets. Annual deployment plans must align with the City-wide electric vehicle strategy and Council-approved targets and incorporate City-provided modelling and equity-based siting data. The following inputs are examples of City-provided datasets, which will inform siting decisions, and are represented in graphic form (see Images 1-5):

- Zoning and land use classification;
- Roads classification;
- Traffic information;
- Registered electric vehicle numbers;
- City of Toronto properties;
- Transit hubs and stops;
- Neighborhood Improvement Areas;
- Vehicle for Hire data;
- On-street permit parking areas;
- On-street parking Pay & Display locations.

All costs associated with deployment, including design, construction, and related activities, for locations that meet the Agreement investment

criteria shall be borne by the Proponent. Deployment gaps and priority use-cases will be addressed through City-led targeted investments. The City reserves the right, at its sole discretion, to amend or remove locations from the annual deployment plan or the existing EV charging network where lands are required for municipal purposes.

A formal process will be implemented to allow residents to identify and communicate their EV charging needs to the City. This will include a dedicated email outreach, enabling them to funnel residency-based charging requests, concerns, and observations into program planning. In addition, targeted ward-level engagement will be incorporated, including surveys and other feedback mechanisms, to gather location-specific insights. This engagement will focus on identifying barriers to EV uptake, parking constraints, and unique local conditions that may influence charging demand.

Data collected through the resident intake process and ward-specific engagement will be analyzed to better understand charging gaps, equity considerations, and localized challenges. These findings will directly inform site selection, program design, and future investment priorities.

Engagement activities will reinforce the City’s commitment to improving access to charging infrastructure by ensuring residents understand how to request charging, how input is used, and how decisions are made.

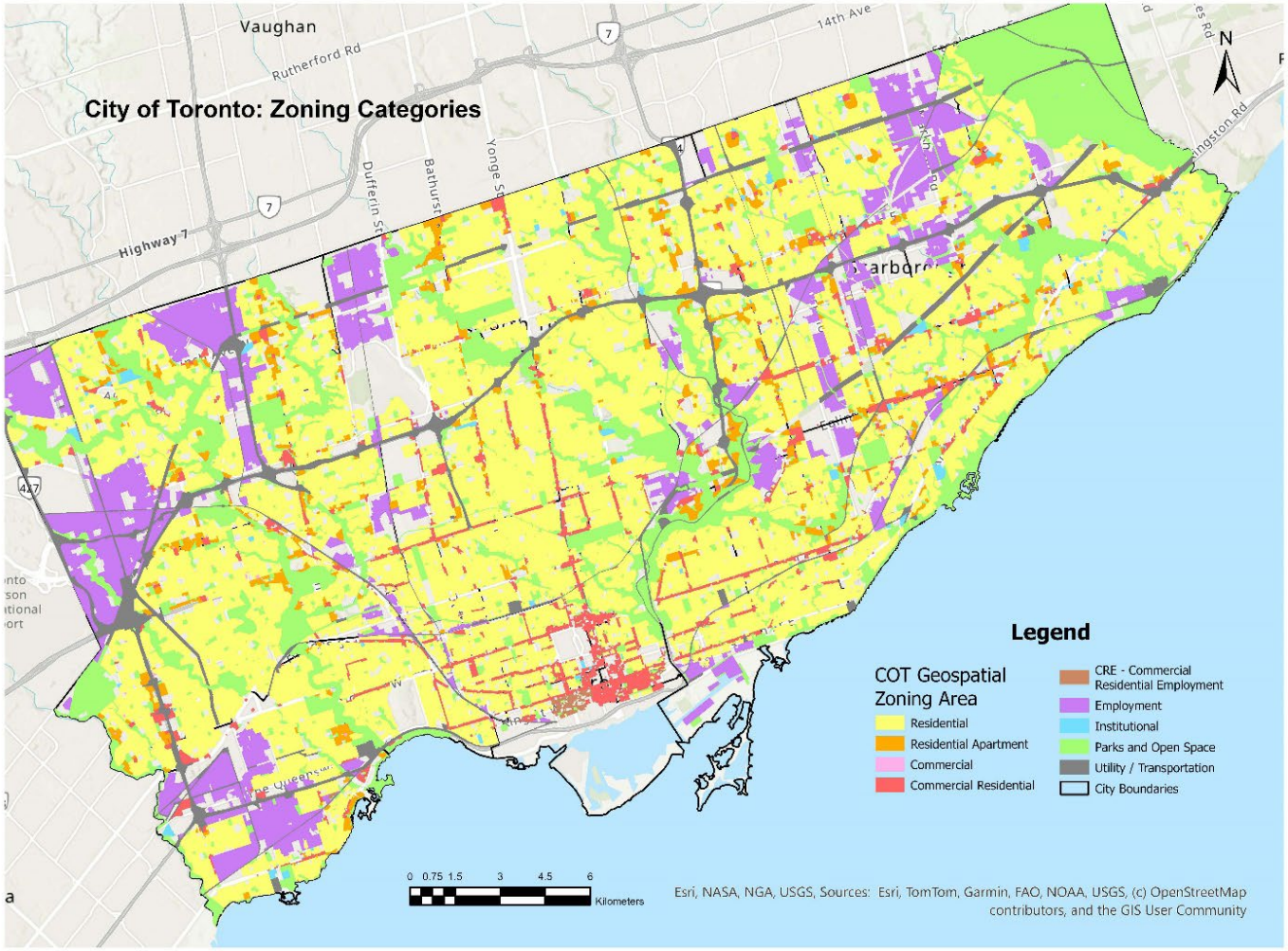
Table 1: City of Toronto Siting & Deployment Planning Process

Process Step / Phase		Inputs	Outputs	Lead
1	Data Analysis & Modelling	• City key data points / requirements (ECF) • Proponent data • Other external data (public charging plans, etc.)	Preliminary Site List	ECF
2	Review (1)	• Preliminary Site List • Toronto Hydro assessment / input [(1)] • City real estate priorities • Site Managers (off-street locations)	Real Estate and Hydro Reviewed Site List	ECF
3	Review (2)	• Real Estate and Hydro Reviewed Site List • City's guiding principles outlined in 2024.IE16.5, Approach to Public Electric Vehicle Charging • Public transit requirements • Cycling & pedestrian requirements / plans • Transportation Services' siting guidelines for mandatory requirements at on-street locations	Policy, Transportation and Public Realm Reviewed Site List	ECF
4	Review (3)	• Policy, Transportation and Public Realm Reviewed Site List • Agreement Terms - commercially viable locations • City Priorities (access, equity, NIAs, BIAs, resident/Council advocated, etc.) • Review of publicly requested locations (ECF, transform@toronto.ca) • Transportation - verify siting, conflict review (capital works, cycling infrastructure plans, development proposals, CafeTO permits) • Ward Councillor Consultation	Draft Site List A (Proponent - commercially viable locations) Draft Site List B (City priorities- access, equity, etc.)	ECF

5	Final Site Review	• Draft Site List A & Draft Site List B • Transportation - Community Council reports with parking regulations amendments	Final Site List A (Proponent - sites meeting commercial agreement investment parameters)	ECF
			Final Site List B (City priorities - sites that did not meet Proponent's commercial agreement investment parameters)	
6	Communication	• Final Site List A & Final Site List B - Internal Stakeholders	Email / Meetings	ECF
		• Final Site List A & Final Site List B - City Council	Annual budget / Staff Report	
		• Final Site List A & Final Site List B - On-street charger locations (general public & residents in permit parking zone)	Mail out, flyers, website, social media	
7	Design & Deployment (1)	• Final Site List A (sites meeting commercial agreement investment parameters)	Public Chargers	Proponent
		• Final Site List B (City priorities - sites that did not meet Proponent's commercial agreement investment parameters) • Validation of design, wayfinding and installation plans overseen by the TPA, consistent with deployment of existing network	Public Chargers	TPA

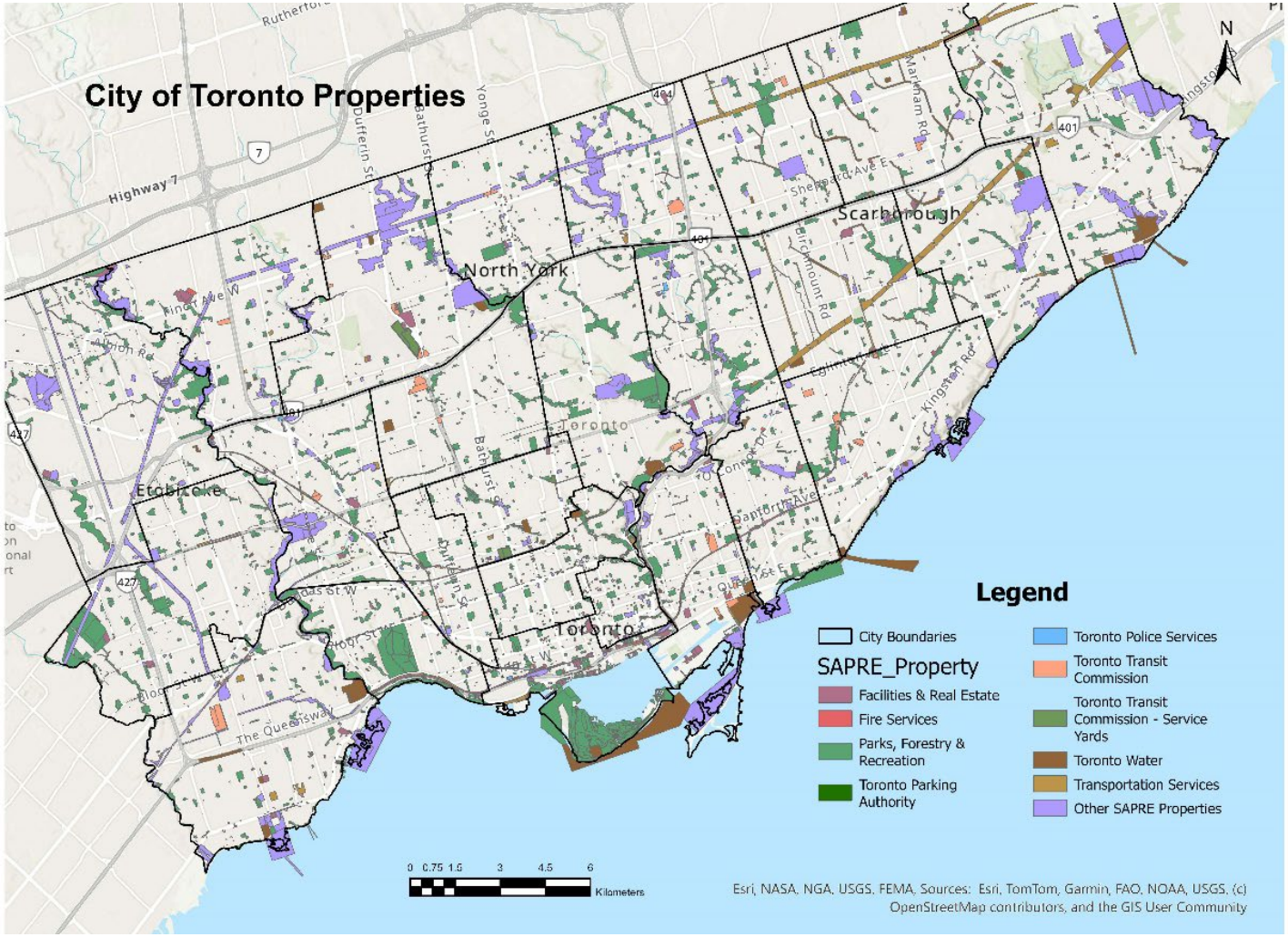
Note: Local List A = Proponent commercially viable sites; Local List B = City priorities, equity etc.
(1) Details to be provided in separate documents

Image 1: City of Toronto Zoning Categories



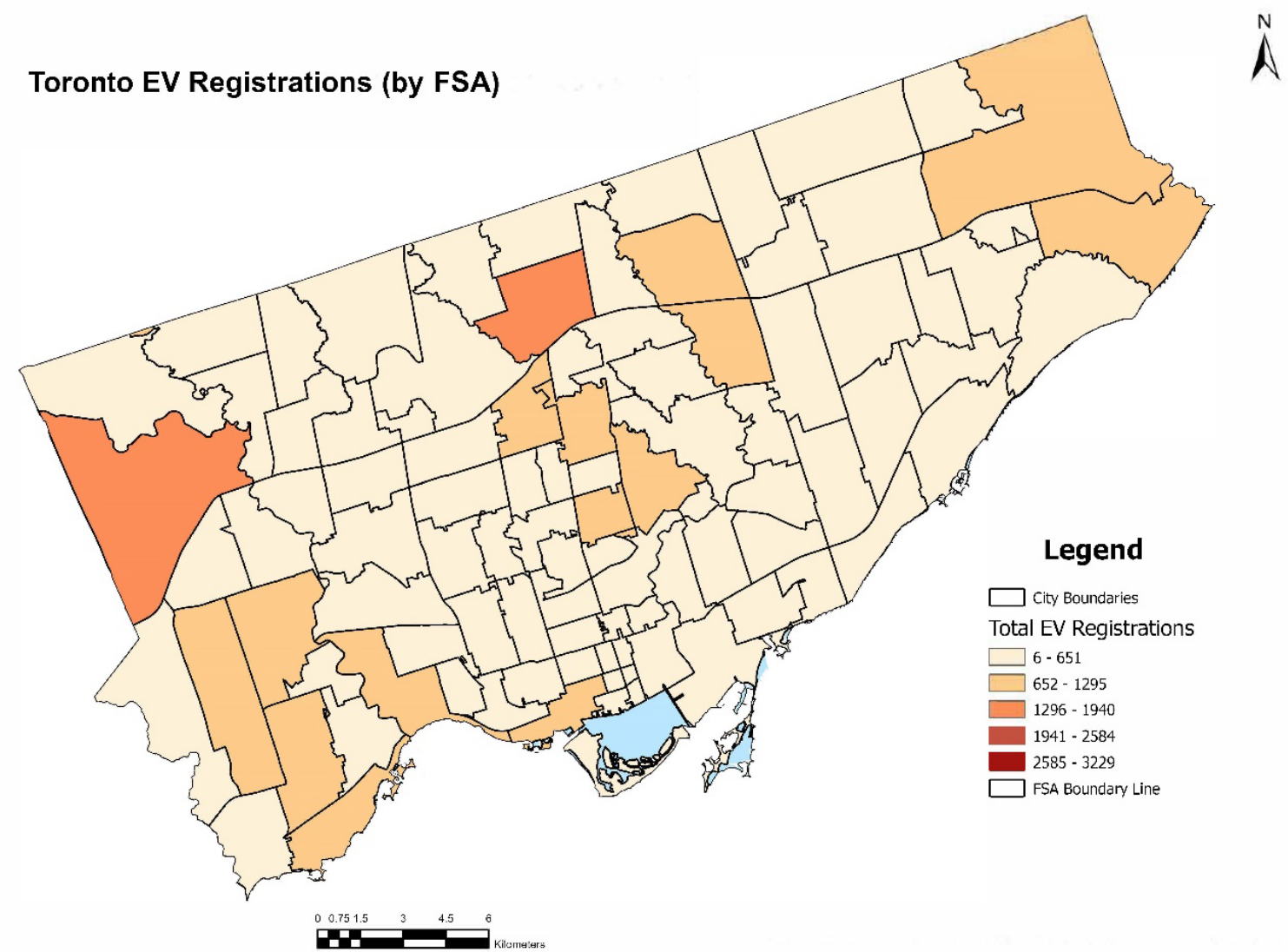
This image presents a City-wide map showing areas categorized by zoning and land use designations, such as residential, commercial, mixed-use, institutional, and employment areas. It illustrates how different parts of Toronto are planned and regulated in terms of permitted activities and development intensity. This information is used to assess the suitability of potential EV charging locations by identifying areas with compatible land uses, higher activity levels, and greater likelihood of charging demand, while avoiding locations where zoning restrictions or land use conflicts may limit feasibility or appropriateness. OBJ

Image 2: City of Toronto Properties



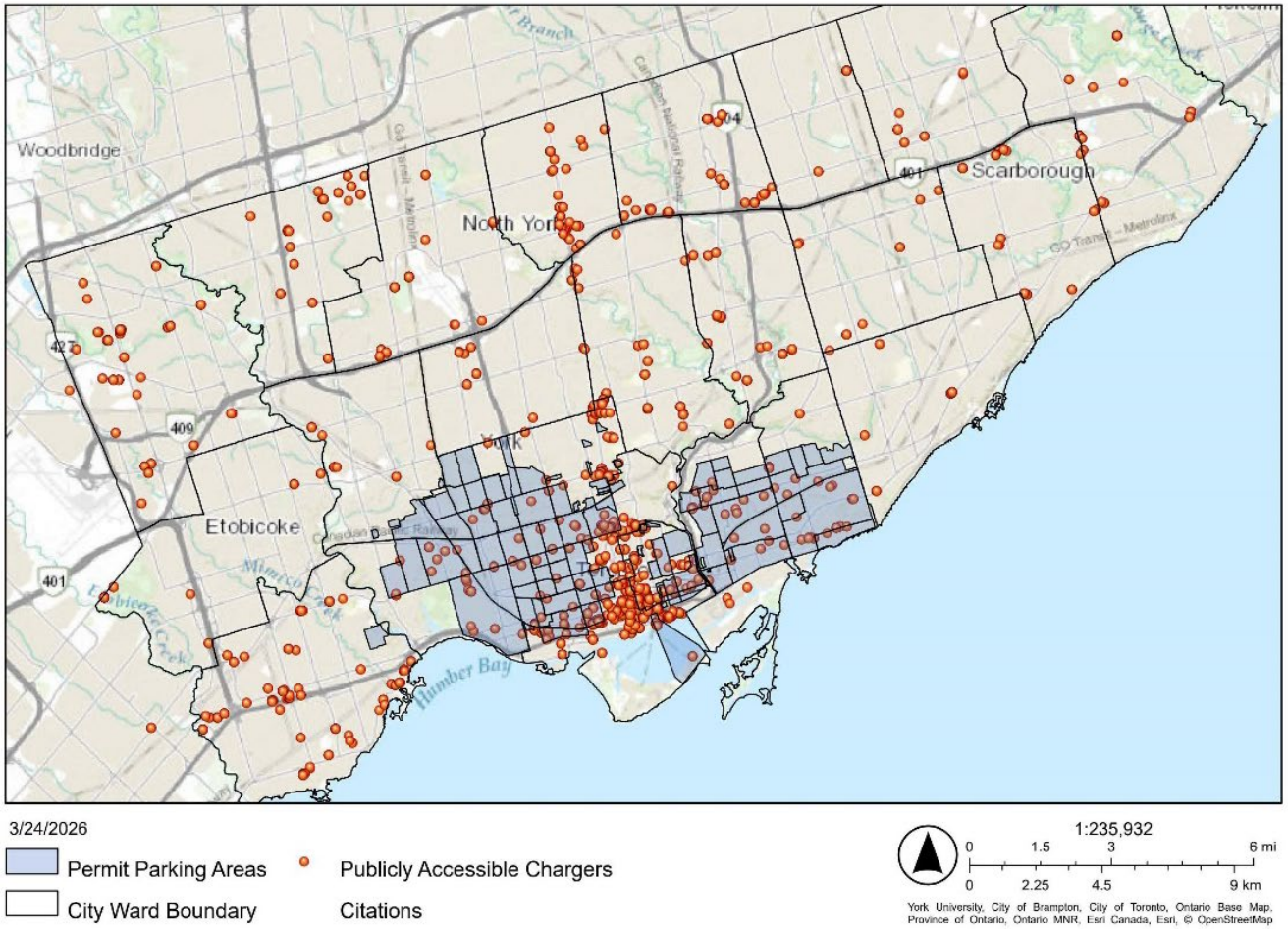
The image presents a city-wide view of municipally owned properties. It illustrates where City-owned sites intersect with areas of anticipated or demonstrated EV charging demand. This information is used to identify opportunities to site public EV charging infrastructure on City-owned properties, where land access, control, and permitting are more feasible. It supports prioritization of locations that can be delivered efficiently, align with municipal land-use objectives, and advance equity and service coverage in identified priority areas

Image 3: Toronto Electric Vehicle Registrations Data



This image presents electric vehicle (EV) registrations across Toronto, aggregated at the Forward Sortation Area (FSA) level. This information is used to assess existing and projected demand for public charging, identify areas where current charging provision may be insufficient relative to EV ownership, and support data-driven prioritization of new public charging infrastructure investments, particularly in locations with high reliance on on-street and publicly accessible charging.

Image 4: Publicly Accessible EV Chargers & Permit Parking Areas



The image presents a city-wide view of publicly accessible electric vehicle (EV) charging stations in relation to on-street permit parking areas, helping to identify areas with high residential parking pressure and limited access to private at-home charging. This information is used to assess the adequacy and equity of public charging provision in permit parking areas, identify gaps where on-street residents may be underserved, and support data-driven prioritization of new on-street EV charger installations. It informs siting decisions by aligning charger deployment with parking demand, permit utilization, and neighbourhoods with a higher reliance on public charging infrastructure.

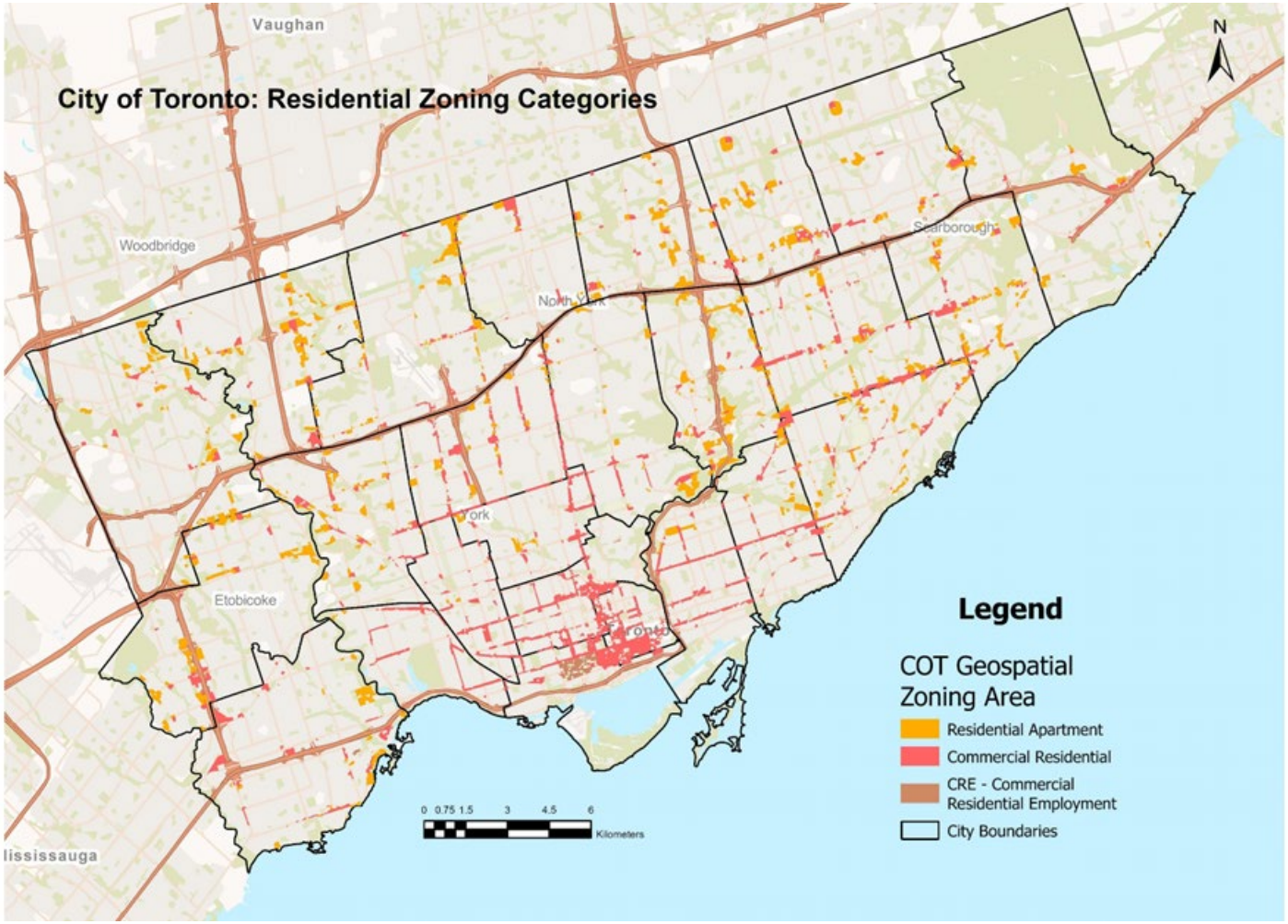
In addition to Image 4, Table 2 provides the latest permit parking and on-street charging data by ward:

Table 2: On-Street Permit Parking & EV Charging

City's On-Street Permit Parking & EV Charging	On-Street Parking Spaces	Permits Issued	% of Total City Permits	Permit Parking Utilization	City On-street Chargers
Toronto-Danforth	14,237	10,540	19.5%	74.0%	30
Parkdale-High Park	13,605	9,051	16.8%	66.5%	16
Davenport	12,530	8,436	15.6%	67.3%	6
Beaches-East York	9,784	8,010	14.8%	81.9%	23
University-Rosedale	7,607	5,804	10.7%	76.3%	8
Toronto-St. Paul's	5,234	3,360	6.2%	64.2%	2
Spadina-Fort York	3,482	2,337	4.3%	67.1%	8
Toronto Centre	2,543	1,923	3.6%	75.6%	2
Other Wards (1)	10,776	4,562	8.4%	42.3%	13
Toronto	79,798	54,023	100.0%	67.7%	108

(1) 7 of these 17 wards have no on-street permit parking

Image 5: Multi Residential Building Areas



The image shows the distribution of Multi-Unit Residential Buildings (MURB) areas across Toronto, highlighting neighbourhoods where a high proportion of residents live in apartment buildings and other multi-residential housing with limited or no access to private parking or at-home EV charging. This information is used to identify communities with a greater reliance on public charging infrastructure and to prioritize the siting of public and on-street EV chargers in equity-focused areas where private charging solutions are less feasible.