

Corporate Policy

Appendix A to PWS-02-25

Transportation

EV Chargers on City Property

Approved by Council on: July 15, 2025

Report Number: PWS-02-25

Effective: July 15, 2025

Reviewed on: July 15, 2025

Amended: N/A

Next Review: July 2026

This corporate policy applies to the future planning, installation, operation, usage, and maintenance of electric vehicle (EV) charging stations on City property.

Policy Statement:

The City supports electric mobility through the installation and operation of EV charging stations on City property to support a transition away from the use of fossil fuels in the transportation sector, including City fleet vehicles.

Scope:

The policy applies to:

- Planning for future installation of EV charging stations on City property
- The installation, operation and maintenance of EV charging stations on City property
- Public usage of City owned EV charging stations
- Staff usage of City owned EV charging stations for personal vehicles (during work hours)
- The implementation of fees and fines for the operation of the EV charging stations
- Barrier free design for the installation of EV charging stations

Corporate Policy

Objectives:

To work towards the City's climate targets for City operations to be net carbon zero by 2040 and a net carbon neutral community by 2050 by:

- Operating and maintaining a fleet of EV charging stations on City property
- Monitoring and reporting on usage and demand for the City's EV charging stations
- Incentivizing EV charging through free charging time or a nominal/hourly fee, which will be assessed on a regular basis
- Implementing measures to ensure EVs do not stay longer than permitted, such as fees and fines
- Engaging staff and the public on the benefits of electric mobility

Definitions:

For the purpose of this policy, unless otherwise stated, the following definitions shall apply:

Term	Definition
Electric Mobility	Refers to vehicles and other e-micro mobility options that use electricity (from an external charging source) to fuel the movement of the vehicle either in whole or in part. Specifically, this means plug-in hybrid electric vehicles (PHEV) and battery electric vehicles (BEV).
Battery Electric Vehicle (BEV)	Runs on an electric motor powered by electricity from an external electric source. The vehicle must be plugged into an outlet or charging station to charge.
Plug-in Hybrid Electric Vehicle (PHEV)	Runs on an electric motor powered by electricity from an external electric source, in addition to support from an internal combustion engine. The vehicle battery can be recharged by plugging into an outlet or charging station as well as through a gas-powered alternator and/or by regenerative braking.
Level 1 Charger	Uses a standard 120V household outlet to full charge in 8 – 20 hours. One hour of charging provides approximately 8 km of driving range and is the slowest speed of charging.

Corporate Policy

Term	Definition
Level 2 Charger	Uses a 240V outlet or connection, similar to that of a dryer or stove to fully charge in 4 – 6 hours. One hour of charging provides approximately 30 km of driving range and is the most common charger installed in homes and public charging locations.
Level 3 Charger	Also known as ‘DC Fast Charger’ and provides 80% charge in under an hour for most EVs. Typically using over 480V DC. One hour of charging provides approximately 300 km of driving range and is typically installed along highways and public charging locations.

Principles:

The following principles will help guide operations, maintenance, monitoring and reporting, as well as planning for future expansion of EV charging stations on City property.

- Encourage electric vehicles through the provision of EV charging stations on City property.
- Disincentivize blocking of EV charging stations through fees and/or fines.
- Implement barrier free designs for new EV charging stations where space allows.
- Reduce downtime by proactive monitoring and repairs.
- Areas to expand EV charging stations on City property will be identified by monitoring usage/demand of existing stations to determine gaps and must also consider available power and infrastructure accessibility to reduce costs; as well as available staff resources to support additional EV charging stations.
- Planning and operations of EV charging stations to meet the needs of the Corporate Fleet will fall under the Corporate Fleet Policy.
- City staff will utilize the publicly available charging stations on City property for fleet vehicles.
- City owned fleet vehicles will not be charged for time at City owned EV chargers.

Corporate Policy

References:

Burlington Electric Mobility Strategy
Burlington Green Fleet Strategy
Corporate Energy and Emissions Management Plan
Climate Action Plan

Roles:

Accountable:

Commissioner, Public Works

Responsible:

Supervisor, Energy and Emissions