

# PUBLIC NOTICE

## Zoning Bylaw Amendments



### NOTICE OF PUBLIC HEARING AMENDMENT BYLAW 1687

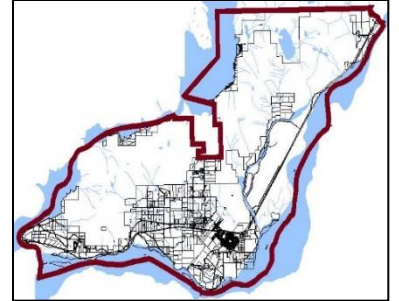
**Date & Time:** January 10, 2022 at 7:00 pm  
**Location:** 7170 Cheam Avenue, Agassiz, BC  
or [kentbc.ca](http://kentbc.ca) (registration for live stream required)

#### Bylaw 1687 Subject Land

Council of the District of Kent will be holding a public hearing for *District of Kent Zoning Bylaw 1219, Amendment Bylaw No. 1687, 2021*.

If adopted Bylaw 1687 would:

- Add an accessory dwelling unit and garden suite definition to the *Zoning Bylaw*.
- Amend farm home plate regulations for home plate area and accessory residential uses.
- Permit detached accessory dwelling units in the Agricultural (A), Small-lot Agricultural (A1) and Rural Residential 2 (RR2) zones.
- Establish maximum floor area, height and setback regulations for detached accessory dwelling units.
- Bring the District's Zoning Bylaw regulations for second residences in line with the Agricultural Land Commission Regulations.



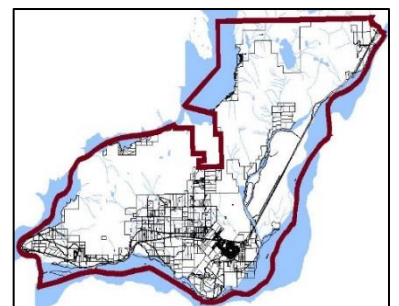
### NOTICE OF PUBLIC HEARING AMENDMENT BYLAW 1690

**Date & Time:** January 10, 2022 at 7:00 pm  
**Location:** 7170 Cheam Avenue, Agassiz, BC  
or [kentbc.ca](http://kentbc.ca) (registration for live stream required)

#### Bylaw 1690 Subject Land

Council of the District of Kent will be holding a public hearing for *District of Kent Zoning Bylaw, Amendment Bylaw No. 1690, 2021*.

If adopted, Bylaw 1690 would add requirements to provide minimum Level 2 Electric Vehicle charging stations on new single-family, two-family, townhouse and apartment developments in the District of Kent.



#### For More Information

Please contact Lisa Beaulieu, Director of Development Services  
Phone: (604) 796-2235 | Email: [mlbeaulieu@kentbc.ca](mailto:mlbeaulieu@kentbc.ca)

#### View Draft Bylaws

Copies of the draft bylaw and all background materials will be available for viewing on-line at [kentbc.ca](http://kentbc.ca) and in the front foyer at Municipal Hall, 7170 Cheam Avenue, from December 17, 2021 to January 10, 2022 during regular office hours of 8:30 am to 4:30 pm excluding holidays. **Municipal Hall will be closed from December 24, 2021 to January 4, 2022.**

#### Send Your Comments

**Email:** [mlbeaulieu@kentbc.ca](mailto:mlbeaulieu@kentbc.ca)  
**Mail:** Director of Development Services  
District of Kent  
PO Box 70  
Agassiz, BC V0M 1A0

All comments will be distributed to Council. Comments must be received by 12:30 pm, January 10, 2022.

#### COVID-19

Due to the recent Regional Health order, Council Chambers has limited capacity for in-person attendance. The public is strongly encouraged to participate and/or observe remotely via live stream on the District's website ([kentbc.ca](http://kentbc.ca)) or through written submission. If you attend in-person, masks will be mandatory at all times, except when speaking.  
**Subject to change.**



Code, including requiring new developments in the District to provide minimum Level 2 Electric Vehicle Supply Equipment (EVSE) at the time of construction.

The life expectancy of buildings in BC is 55 years or higher<sup>1</sup>. If all vehicles sold from 2040 onwards will be zero-emission, any building constructed today will require some form of charging infrastructure to be available to its residents within that building's lifespan. For 40-50 km trips, most of these residences will require the ability to charge for 8 hours (AC Level 2).

With the cost of \$200 to \$400 for the installation of a Level 2 charging station on a single-family dwelling, it is more cost-effective to make provisions for EV charging infrastructure at the time of construction, than to retrofit an existing building. Increasing BC Hydro services and installing cabling can be costly for a building where there has been no provision for EV charging.

**AC Level 2**

Level 2 charging stations are the most common type of public charging infrastructure in North America. The charging rate is typically more than double that of a Level 1 Electric Vehicle Supply Equipment (EVSE), and typically uses a 240V, 32A dedicated circuit.

A Level 2 EVSE would be typical for someone using an EV for a daily commute. According to the 2016 Census, the average one-way commute for Canadians is 22.8km<sup>2</sup>.

**Municipal Comparison:**

A review of the surrounding municipal requirements for EV readiness are indicated in the following table:

MUNICIPALITY	REQUIREMENTS
District of Kent	None
City of Chilliwack	<p><b><u>Single family homes:</u></b> Minimum of 1 <u>Level 2</u> energized outlet (EV Ready)</p> <p><b><u>Townhouses:</u></b> Each unit must have a minimum of 1 <u>Level 2</u> energized outlet (EV Ready). <i>No requirement for visitor spaces</i></p> <p><b><u>Apartments:</u></b> <u>Level 2</u> raceway/conduit to be installed to <u>all</u> parking spaces (no outlets required)  <u>Level 2</u> energized outlets to be installed to 25% of parking spaces (EV Ready)</p>

<sup>1</sup> <http://www.integralconsultants.ca/blog/life-cycle-for-residential-buildings/>

<sup>2</sup> <https://www150.statcan.gc.ca/n1/daily-quotidien/171129>

City of Abbotsford	<b><u>Single Family Homes:</u></b> Raceway or conduit installed from electrical panel to a location of at least one parking spot that is convenient to install a 240V or higher receptacle for a Level 2 charger. Main electrical service must be sized to accommodate minimum Level 2 charger
District of Hope	No requirements at this time
Village of Harrison Hot Springs	<b><u>Residential, Mixed Residential Commercial:</u></b> With over 20 parking spaces required must provide at least <u>one EV charging outlet</u> in a required parking space.
City of Mission	<b><u>Apartment and Townhomes:</u></b> 100% roughed in for Level 2 <b><u>Commercial, Industrial, Institutional:</u></b> 20% of required, roughed-in Level 2 and 1% of required to have fully charged Level 2 installed

**Zoning Bylaw Amendments**

**Require Level 2 Electric Vehicle Charging Stations on new Residential Construction**

As part of the District’s commitment to the BC Climate Action Charter, staff recommends requiring the following be provided for new residential construction in the District:

Use	Type and Number of EV Charger
<b>Residential use</b>	
Single family, two family <b>residential</b>	Energized outlets capable of delivering Level 2 (240 volts) charging or higher, including all electrical equipment, shall be installed to service a minimum of 1 required Off-Street Parking Space
<b>Townhouse / Row house</b>	Energized outlets capable of delivering Level 2 (240 volts) charging or higher, including all electrical equipment, shall be installed to service a minimum of 1 required Off-Street Parking Space (excluding visitor parking)
<b>Apartment</b>	<u>Energized outlets capable of delivering Level 2 (240 volts) charging or higher, including all electrical equipment, shall be installed to service a minimum of 25% of all Off-Street Parking Spaces</u> (excluding visitor parking)

	<p><u>Raceways or conduit</u>, with drawstrings, capable of providing Level 2 (240 volts) charging or higher, including <u>all</u> electrical equipment, shall be installed to service all Off-Street Parking Spaces (excluding visitor parking) This requirement includes raceways for the feeder cabling to the panel board location.</p>
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**ENVIRONMENTAL CONSIDERATIONS:**

Electric vehicles are a critical component of a sustainable transportation strategy over which local governments have some control. GHG emissions can be effectively reduced by the switch to electric vehicles, which supports a low-carbon transportation system. Here in BC, EVs have substantial emissions reduction potential as 98% of electricity generation is clean power.<sup>3</sup>

**BUDGETARY CONSIDERATIONS:**

Mandating the installation of EV charging through zoning bylaw amendment(s) will be a District initiative, therefore all costs incurred including staff time, community engagement and notices will be the responsibility of the District.

**POLICY CONSIDERATIONS:**

As a local government that has signed on with the BC Climate Action Charter, the District’s OCP encourages community and corporate initiatives to reduce Greenhouse Gas emissions. OCP Section 5.1.8. policy initiative is to explore options for encouraging and developing infrastructure for electric plug-in-vehicles and 5.1.9 to support provincial efforts to increase the use of alternative energy sources.

Electric vehicle policies benefit the continued and increasing adoption of electric vehicles in BC and across Canada.

Federal:

Canadian Tax Code Capital Cost Allowance - EV charging stations can be classified at a higher rate than previous allowances. This is useful for businesses (including home-based), that wish to claim depreciation expenses for Federal income taxes.

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<sup>3</sup> Electric vehicles: Part of a Comprehensive Approach to Low-carbon Transportation – Residential Electric Vehicle Charging: A Guide for Local Governments

Provincial:

*Zero-Emission Vehicles Act* – This Act requires automakers to meet an escalating annual percentage of new light-duty ZEV sales and leases, reaching: 10% of light-duty vehicle sales by 2025, 30% by 2030, and 100% by 2040.

*Provincial Building Act* – This Act was revised in 2016 to define EV chargers as matters ‘out of scope’ under the Building Act.<sup>4</sup> This gives the District greater flexibility in making decisions regarding the use of EV charging in new developments.

The *Zoning Bylaw* amendment will be conducted in accordance with Section 464 of the *Local Government Act* and the *District of Kent Development Procedures Bylaw No. 1194, 2001*.

**ALTERNATIVES / OPTIONS:**

- 1) Staff’s recommendation.
- 2) Do not support recommendation.
- 3) Request further information.

**ATTACHMENTS:**

- 1) Appendix A: District of Kent Zoning Bylaw 1219, Amendment Bylaw No. 1690, 2021

Respectfully submitted for your  
consideration

Approved for submission by

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Lisa Beaulieu  
A. Director of Development Services

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Wallace Mah,  
Chief Administrative Officer

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<sup>4</sup> ‘Out of scope’ is defined as “matters... local government can regulate... if they have authority to do so in other statutes.”

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THE CORPORATION OF THE DISTRICT OF KENT

BYLAW NO. 1690

*“A bylaw to amend the District of Kent Zoning Bylaw 1219, 2001.”*

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**WHEREAS** the Council of the Corporation of the District of Kent has deemed it advisable to further amend Zoning Bylaw No. 1219, 2001;

**NOW THEREFORE** the Council of the Corporation of the District of Kent, in open meeting assembled, enacts as follows:

1. **CITATION**

This bylaw may be cited for all purposes as the “District of Kent Zoning Bylaw 1219, Amendment Bylaw No. 1690, 2021”.

2. **TEXT AMENDMENT**

a. Part 7.17 Off-Street Parking

- i. To add the following to Part 7.17 and re-number accordingly:

.11 Required Number and Type of EV Charger

The minimum number of EV Chargers provided for each use shall be as follows:

Use	Type and Number of EV Charger
<b>Residential use</b>	
Single family, two family <b>residential</b>	Energized outlets capable of delivering Level 2 (240 volts) charging or higher, including all electrical equipment, shall be installed to service a minimum of 1 required Off-Street Parking Space
<b>Townhouse</b>	Energized outlets capable of delivering Level 2 (240 volts) charging or higher, including all electrical equipment, shall be installed to service a minimum of

	1 required Off-Street Parking Space (excluding visitor parking)
<b>Apartment</b>	<p>Energized outlets capable of delivering Level 2 (240 volts) charging or higher, including all electrical equipment, shall be installed to service a minimum of 25% of all Off-Street Parking Spaces (excluding visitor parking)</p> <p>Raceways or conduit, with drawstrings, capable of providing Level 2 (240 volts) charging or higher, including all electrical equipment, shall be installed to service all Off-Street Parking Spaces (excluding visitor parking) This requirement includes raceways for the feeder cabling to the panel board location</p>
<b>Row house use</b>	Energized outlets capable of delivering Level 2 (240 volts) charging or higher, including all electrical equipment, shall be installed to service a minimum of 1 required Off-Street Parking Space

3. **SEVERABILITY**

If any section, subsection, sentence, clause or phrase of this bylaw is, for any reason, held to be invalid by the decision of any court of competent jurisdiction, the invalid portion shall be severed and the decision that it is invalid shall not affect the validity of the remainder of this bylaw.

READ A FIRST TIME this day of

READ A SECOND TIME this day of

A PUBLIC HEARING WAS HELD this day of

READ A THIRD TIME this day of

FINALLY PASSED AND ADOPTED this day of



**CERTIFIED CORRECT:**

\_\_\_\_\_  
Sylvia Pranger, Mayor

\_\_\_\_\_  
Wallace Mah, Chief Administrative Officer

**CERTIFIED A TRUE & CORRECT COPY**  
of "District of Kent Zoning Bylaw 1219,  
Amendment Bylaw No. 1690, 2021"  
adopted on this day of

\_\_\_\_\_  
Clair Lee, Director of Corporate Services