

Attachment 2: Summary of Stakeholder feedback and City Response

Public Stakeholder Comment (summarized)	City Response
Hesitance to buy an EV due to limited or no access to charging at home.	EV ready proposal gives access home charging in new developments and is likely to build capacity that will assist with retrofitting existing buildings.
Existing multi-family buildings are a significant challenge for EV charging.	EV ready proposal likely to build capacity that will assist with retrofitting existing buildings and will future proof newly constructed buildings.
EV drivers want predictable charging experiences, which is why a large proportion of EV owners prefer to charge at home.	EV ready proposal focuses on home charging which is priority for future EV needs.
Non-EV owners envision charging at home most often. Many non-EV owners live in either a multi-unit residential building (MURB) without charging facilities, or they only have access to on-street parking.	EV ready proposal likely to build capacity that will assist with retrofitting existing buildings and will future proof newly constructed buildings.
Developer Stakeholder Comment (summarized)	City Response
Recommend load-sharing (i.e. Electric Vehicle Energy Management Systems) permitted in the adoption of this bylaw	EV ready permits load-sharing as design strategy to reduce costs and electrical loads for EV charging infrastructure.
100% EV readiness not yet required based on current EV uptake	EV ready proposal reduced requirement to 1 EV ready parking space per dwelling unit. Current provincial/federal policy expected to significantly increase EV sales through 2030 and beyond.
Electrical infrastructure concerns: cost and availability	Infrastructure costs will vary by project type, load sharing, and design strategy. Electric Vehicle Energy Management Systems significantly reduce costs. FortisBC supports EV ready initiatives and have policies and programs in place to mitigate impacts (see Attachment 3 for letter of support).
Housing affordability concerns	Design strategies, such as load-sharing, can significantly reduce costs. It is less expensive to design into new build than to retrofit.
Reducing requirement: conduit-only (“rough in requirement”)	Conduit does not provide meaningful future-proofing or cost-savings, where retrofit is needed at future date.
Reducing requirement: level 1 charging	Level 1 charging not in alignment with best practice across BC (i.e. insufficient rate of charging for daily driving needs). Dedicated level 1 circuits are similar in cost to load-shared level 2 charging.
Remove EV ready requirements to visitor parking	To clarify in final Bylaw; no EV ready requirements for visitor stalls at this time.