

**Attachment A: Summary of 2023 Engagement Feedback**

Development Industry Comment (summarized)	City Response
<b>Differentiate rental units and condominiums:</b> with a single owner, there are no strata issues to hamper future installation of EV chargers	Staff have adjusted policy recommendation for “Rental-only” designated developments, which will require 25% of stalls to be EV ready.
<b>Protect in-stream applications:</b> Developers need time to adjust their plans and budgets	In-stream applications (e.g. DP/BP issued) will not be subject to EV ready requirements. Further, an effective date of April 1, 2024 will provide sufficient notice to any new developments that have not been issued DP/BP.
<b>Phase in:</b> preference to phase-in to 100% EV Ready over 5 or more years	A phase-in based on % of stalls EV ready partially achieves City policy objectives, but presents additional challenges: <ul style="list-style-type: none"> <li>i. Not all residents would have access to convenient charging. Trading parking stalls is not feasible in stratas.</li> <li>ii. Could result in stranded assets, where the chargers/infrastructure installed initially could become obsolete as charging needs expand.</li> <li>iii. Unlikely have significant cost savings relative to the fully EV ready options.</li> </ul>
<b>Ensure Capacity:</b> project design should accommodate future EV charging using electrical conduit approach	Conduit-only approach does not provide meaningful future-proofing or future cost-savings. Higher levels of “partial infrastructure” (e.g. conduit/panels/breakers/upsized transformer/etc.) installed upfront have similar costs to fully EV ready, but do not remove strata barriers or provide convenient equitable charging access to residents.
<b>Costs:</b> additional costs range between \$5,000to \$6,000 per stall in infrastructure and cabling	Electric Vehicle Energy Management Systems (i.e. load sharing), <i>which have not been deployed at-scale yet in Kelowna</i> , significantly reduce costs. Numerous costing studies <sup>1</sup> and real-world experience suggest that 100% EV Ready stalls can be installed for <\$2000 per stall.
<b>Electrical capacity:</b> concerns on utility capacity to manage large-scale electrification	FortisBC fully supports EV ready initiatives and have plans and programs in place to mitigate impacts (see FortisBC letter of support). FortisBC local connection fees for additional EV loads impose minimal additional cost to development. In some cases, network-scale improvements may trigger additional costs for developments, but EV energy management systems are can significantly reduce the additional electrical infrastructure required.
<b>Housing affordability:</b> intensifies the housing affordability issue in our city	Costs of EV ready (expected <\$2000 per stall) ensure that these buildings are future-proof and will enable residents to transition to EVs seamlessly. Design strategies, such as load-sharing, will significantly reduce costs. It is significantly less expensive to design into new build than to retrofit.
<b>Reduce DCCs:</b> temporary DCC reduction to help offset some of the additional costs	EV ready parking is anticipated to increase financial value and sales/rental prices of those dwelling units and provides a valuable amenity to residents.

<sup>1</sup> [Kamloops](#) (2021), [Calgary/Edmonton](#) (2022), [Greater Toronto Hamilton Area](#) (2021), [Richmond](#) (2017), [North Vancouver](#) (2018)