



URBAN DEVELOPMENT INSTITUTE – PACIFIC REGION

#200 – 602 West Hastings Street
Vancouver, British Columbia V6B 1P2 Canada
T. 604.669.9585 F. 604.689.8691
www.udi.bc.ca



GREATER VANCOUVER HOME BUILDERS' ASSOCIATION

#1003, 7495 – 132 Street
Surrey, British Columbia V3W 1J8 Canada
T. 778-565-4288
www.gvhba.org

October 11, 2018

Frank Quinn
General Manager, Public Works & Development Services
City of Maple Ridge
11995 Haney Place
Maple Ridge, BC V2X 6A9

Re: Electric Vehicle Charging Infrastructure: Options for New Development Report

Dear Mr. Quinn,

I would like to thank you and your staff for consulting with the Development Liaison Committee (DLC) on Electric Vehicle Charging (EVC) in new projects. As you know this is an important issue to our industry. Increasing the usage of electric vehicles (EVs) is an emerging option that will assist Maple Ridge in achieving its Greenhouse Gas (GHG) reduction goals. However, EVC infrastructure will add costs to new homebuyers; many of whom will not utilize the infrastructure as the current market share for EVs is still relatively small - although it is growing.

We appreciate the efforts that Maple Ridge staff have taken to review how EVC has been adopted in other municipalities in the Region, and UDI and GVHBA are generally supportive of the policy proposals because they are similar to other jurisdictions. We would like to reiterate the specific comments and recommendations we provided at the September 28th DLC meeting.

- We ask that the City wait until the current [British Columbia Utilities Commission Inquiry into the Regulation of Electric Vehicle Charging Service](#) is completed before passing an EVC policy. One of the issues that they are reviewing is the regulatory requirements regarding how costs associated with EVC can be charged back to consumers. This is a key issue for the third parties contracted by developers to provide EVC services in new buildings. The Commission should be releasing their report by the end of the October.
- UDI would also like clarity in the Policy that Energy Management Systems (EMS) can be used, so electricity for charging can be shared across stalls. This is being allowed in other municipalities across Metro Vancouver, and it reduces the projected electricity load of new buildings. This could save a tremendous amount of money for projects as less hydro infrastructure could be required (e.g. a transformer can be used instead of a sub-station).

- Coquitlam and Port Coquitlam have opted to initially require one EVC stall per unit in parkades of multi-family buildings. We ask that Maple Ridge consider the same approach at this time. While electric vehicles are becoming more and more popular there is a wide gap between what the City is proposing to require and what the demand is currently. The staff report itself notes that the City has just three public charging locations and even these are not at full capacity. As EV market share increases, UDI would support these requirements increasing as well.
- Even with EMS being allowed and changing the requirements to having EVC services for each unit (instead of each stall), there may still be a few times when EVC infrastructure results in a substantial increase in hydro servicing costs. UDI suggests that you be given the ability to reduce the requirements in circumstances in which there is financial hardship. This may result in fewer GHGs being emitted. If the hydro infrastructure costs are too high, builders can opt to utilize more natural gas in their projects to reduce electricity loads, which would undermine the City's GHG reduction goals.
- "Parkades" need to be defined differently from townhomes, as some townhomes can have private attached garages – like single-family homes.
- In townhomes where double attached garages exist, it would reduce costs if developers were able to provide charges with double connections, so there is one power source but two vehicles can plug into it. Also, EMS technology is being developed for units with attached garages, so EV charging would turn off when other major appliances (e.g. dishwashers, dryers and washing machines) are being used.
- We do not have any serious objections to the proposals for Single Family Developments.
- Given the lack of visitor EVC requirements in other jurisdictions, it is not clear why they would be mandated in Maple Ridge. This approach may create issues in the future if residents park in the visitor stalls to avoid paying for the charging of their electric vehicles. Stratas may also resist paying for the electricity of EVs – whether they be used by residents or visitors. For some townhouse projects, there may also be an additional issue with locating EVC infrastructure in spaces that are not near hydro connections.
- For commercial/institutional buildings, the City may want to consult about whether there should be specific EVC requirements for different types of businesses – rather than having an overall target of 10%. Each type of business will have a different profile of employees, visitors and customers.
- When the City does adopt EVC requirements, it will be critical that in-stream development (e.g. rezoning, development permit, subdivision and building permit) applications be grandfathered. It is difficult for proponents to rework designs and accommodate added costs later in the development review process.
- It would be helpful if the Maple Ridge provided information through bulletins or workshops on incorporating EVC infrastructure in developments to ensure that the City's requirements are implemented in the best way possible – especially for strata buildings and single-family homes. Other local governments have done this and UDI is developing a workshop this fall on EVC to assist our members on EVC issues that have arisen in

developments; how to draft appropriate strata by-laws for EVC; the use of third-party providers; and other issues/best practices.

Thank you again for consulting the industry regarding Maple Ridge's proposed EVC requirements. We support the City's efforts to incorporate EVC in new buildings. If you have any questions about our specific recommendations and comments, please do not hesitate to contact us. We look forward to working with Maple Ridge on this and other initiatives.

Yours truly,



Anne McMullin
President & CEO
Urban Development Institute



Bob de Wit
CEO
Greater Vancouver Home Builders' Association