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To Karen Hoese – Director of Sustainable Planning and Community Development – City of Victoria
From David Jawl - Jawl Residential Ltd
Date November 5, 2020
Re 1912 Oak Bay Avenue – EV Readiness

Mrs. Hoese,

As we have recently discussed, clarification is required as to what “electric vehicle readiness” means in the context of our Rezoning and Development Permit application for the above referenced project. We have been advised that Council may have interpreted the reference to “electric vehicle readiness for all underground parking stalls” in the motion passed at Committee of the Whole on July 23rd as meaning energized electric vehicle outlets for all underground parking stalls and not rough-in infrastructure, as noted in the application correspondence.

My hope is that this memo clarifies what our group has agreed to provide in respect to electric vehicle infrastructure, and why it would be unworkable for this project to provide energized electric vehicle outlets for all underground parking stalls at this time.

Our application will provide 4 electrical vehicle charging stations in the underground parkade, with rough-ins for all remaining underground stalls. This commitment was affirmed in our June 23, 2020 Updated Applicant Letter to Mayor and Council and re-affirmed in the City’s Development Permit with Variances Application Staff Report for the project, under the Sustainability Section, dated July 9th, 2020.

For context, a ‘rough-in’ is standard industry terminology and means a conduit pipe that runs directly from the individual parking stall, through the walls of the parkade (hidden from view), terminating in the building’s electrical room. This conduit pipe will allow for an electrician to connect wire from the stall to the electrical room at ease anytime in the future. This extra effort and cost now, will save future residents from having to jump through constructability, legal/strata and code issues when trying to bring power to a stall that, at some time in the future, may require an EV charger. We voluntarily committed to this forward-looking step as our group has encountered instances where EV charger installations could not be accommodated within existing parkades due to lack of access to the main electrical room. By providing rough-ins at occupancy we have removed a significant barrier to a future strata being able to use the stalls for EV charging.

It would not be feasible for this project to provide energized electric vehicle outlets for all underground stalls at this time for a number of reasons.

First, at this stage of development we are not able to confirm with BC Hydro that it is even able to supply the project with enough power to accommodate energized electric vehicle outlets in all underground parking stalls. We would not be able to obtain this confirmation until the design of the building has progressed to a more detailed level and exact power loads can be calculated and proposed to Hydro for consideration. It is not practical or economically viable to progress with the design at this stage before the rezoning and development permit have been approved.

Secondly, if BC Hydro is able to supply the necessary power, we have confirmed with our project electrical engineer that additional equipment would be needed to support the energized electric vehicle outlets. This additional equipment would necessitate changes to the electrical room layout as well as a potential change to the at grade design due to the real likelihood an additional transformer will be required. These changes

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would be catastrophic to the project as they would undo over 12 months of work with City staff and would necessitate reductions in the proposed SRW area at Oak Bay Avenue, reductions in underground and at grade parking, loss of bike parking, loss of green space, loss of trees and reductions in the projects ability to manage stormwater.

Even if all that could be accommodated, the project would still have to transition to more fossil fuel power sources to reduce electric power demand in the rest of the building because of the increased power demand from the energized electric outlets in the parkade. In our opinion this would be a regressive step and an unintended consequence of trying to push forward 100% EV readiness at this stage of our project.

In sum, this project has taken steps to advance the Climate Leadership Targets of the City of Victoria above and beyond what is required by applicable policy and we feel that our commitment of 4 Installed Charging stations with rough-ins provided for all remaining stalls is a progressive commitment.

If the City were to require this project to deliver all underground stalls with energized electrical vehicle outlets, it would materially compromise the viability of the project, from a timing, feasibility, and sustainability standpoint.

Sincerely,

A handwritten signature in black ink, appearing to read 'DeJ', written in a cursive style.

David Jawl
Jawl Residential Ltd.