

Schedule 2 to the Minutes of the
Planning Committee meeting of
Richmond City Council held on
Tuesday, January 17, 2017.

*To Planning Committee
Jan. 17, 2017
re: Item # 2.*

From: John Roston, Mr [john.roston@mcgill.ca]

Sent: Tuesday, January 17, 2017 10:54 AM

To: McPhail,Linda; McNulty,Bill; Au,Chak; Loo,Alexa; Steves,Harold

Cc: Brodie,Malcolm; Johnston,Ken; Day,Carol; Dang,Derek; Gonzalez,Robert; Russell,Paul;
McEwen,Brendan

Subject: Planning Committee Meeting Jan. 17 - Electric Vehicle Report

Dear members of the Planning Committee,

As you may know, Plug-in Richmond is the group of Richmond electric vehicle owners who are promoting the use of electric vehicles in Richmond. I will be attending the meeting this afternoon, but if there is not an opportunity for citizens to speak on agenda items, there are a few points I would like to make.

1. The staff report is excellent as far as it goes. It clearly makes the point that adoption of EVs is an essential component of meeting our greenhouse gas emission targets. It correctly states that 80% of all EV charging is done at home so that residential charging infrastructure is essential to the wider adoption of EVs. It also points out that we want charging to take place overnight when demand on the electric grid is very low. Most EVs are equipped with charging timers that control when the charging takes place.
2. Given the time and effort required for the consultation process outlined in the report, it is important that as many options as possible are included for residential charging. New private developments are less of a challenge than retrofitting existing residential properties where most of the potential EV owners live. Separate incentives are required for the installation of electrical infrastructure by the property owner or strata corporation and for the purchase of a charging station by the EV owner. The consultation process must include both new and existing residential properties.
3. 120V level 1 charging, which usually takes 8 hours for an average depleted battery, is obsolete if we wish to have the charging take place from 1 to 5 am when the demand on the electric grid is very low. This requires 240V level 2 charging in all residential properties. Similarly, any charging infrastructure in non-residential properties should be 400V level 3 which will charge an average EV to 80% capacity in a half hour.
4. Norway has proved that priorities (perks) for EVs are as important for increased EV adoption as financial subsidies. The consultation process should include requiring reserved parking for EVs, without charging infrastructure, near existing accessible parking spaces.
5. Promotion of electric vehicles at community events is essential where prospective EV owners can chat with existing owners. This is currently being done on a shoestring by Plug-in Richmond in collaboration with the provincially funded Emotive BC. The consultation process should include determining the modest budget required for the City to support these promotional activities including the hiring of two summer students by the City.

I would be pleased to answer any questions or supply any information that would be helpful.
Thank you for your interest in electric vehicles.

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