



Committee of the Whole Report

For the Meeting of May 21, 2020

To: Committee of the Whole **Date:** May 13, 2020
From: Philip Bellefontaine, Acting Director – Engineering and Public Works
Subject: Temporary License of Occupation for DC Fast Charger - 1400 Block of Store Street

RECOMMENDATION

That Council, authorize the City to enter into a License of Occupation (Electrical Vehicle Charging Stations) agreement, allowing BC Hydro Power Authority (BC Hydro) the use of a defined portion of land at 1400 Store Street to install, maintain and operate a publicly accessible Direct Current Fast Charge (DCFC), electric vehicle station as shown in Appendix A.

EXECUTIVE SUMMARY

The City of Victoria first introduced a network of public charging for electric vehicles (EVs) in 2013 within the city's parkades. As adoption of EVs within the community has grown, the City's EV charging network has expanded. In January 2019, Council approved \$50,000 from the Climate Action Reserve Fund for investment in EV infrastructure to support implementation of the Climate Leadership Plan. Staff then collaborated with BC Hydro on a successful funding application to NRCAN and subsequently identified a suitable site for the city's first DC Fast Charging station. DCFC stations, unlike the City's existing network of Level 2 chargers, can rapidly charge an EV to 80% capacity in 30 minutes and are suitable for charging a large number of EVs in a small footprint and suitable for supporting long distance travel by EV. The preferred site for the DCFC station is on the 1400 block of Store Street. This report supports Council providing authorization for City staff to enter into a License of Occupation agreement allowing BC Hydro to install and operate a DCFC at the 1400 block of Store Street.

PURPOSE

The purpose of this report is to seek council authorization of a ten-year term License of Occupation on terms and in a form to the satisfaction of the Acting Director of Engineering and Public Works and the City Solicitor. The License would permit BC Hydro to install and maintain a DCFC electric vehicle station (see Appendix A, "Premises") to be made available for electric vehicles utilizing angle parking at the southern end of 1400 Store Street.

BACKGROUND

The City of Victoria first introduced a network of public charging for electric vehicles (EVs) in 2013 within the city's parkades. The network was expanded in 2018/19 and the city now has 13 Level 2

stations with plans for a further expansion in 2020 with the introduction of six curbside EV charging stations along Broad Street between Pandora Avenue and View Street. These expansions are being made to support the rapid adoption of EVs that is being seen in the community with growth rates in excess of 50 percent a year based on local EV sales as well as supporting the Climate Leadership Plan target stating that:

"By 2030, renewable energy powers 30 percent of passenger vehicles registered in Victoria, and 100 percent of passenger vehicles are renewably powered by 2050."

The City's on-street EV network expansion complements other moves to support EV charging infrastructure including participation in "topping up" grants for EV retrofits in multi-unit residential buildings as part of the Clean BC Home and Workplace EV Charging Program, approved by Council at the March 26, 2020, Committee of the Whole meeting.

In January 2019, Council approved \$50,000 from the Climate Action Reserve Fund for investment in EV infrastructure in addition to the funds that had already been allocated for six new curbside chargers on Broad Street.

In May 2019, the City signed a Memorandum of Understanding (MoU) and joined BC Hydro's *Critical EV Infrastructure Project for BC* Program. This Program is designed to provide British Columbians with additional clean transportation options and is part of the Province's Clean BC suite of climate actions. The BC Hydro Program is intended to support consumer confidence in EVs by increasing the availability of public EV charging infrastructure. The Program is funded by contributions from the Province of British Columbia and the Federal Government to substantially cover the costs of acquiring and installing DCFC stations.

DCFC stations, as distinct from the Level 2 stations the City currently operates, can rapidly charge most EVs to 80 percent capacity within 30 minutes. Due to this rapid rate of charging, DCFC stations have the capacity to charge many more vehicles using a smaller footprint than Level 2 chargers and can better support long-distance travel by EVs. These distinct features of DCFC have made them a focus in the establishment of a cross-country EV charging network.

In signing the MoU, the City supported an application by BC Hydro for federal funding and agreed to acting as a host for a DCFC station. A station host provides BC Hydro with a license for the land on which the station and associated parking stalls and electrical infrastructure are to be located (the "Site"). The license is granted in the form of signing a "License of Occupation (Electrical Vehicle Charging Stations)". This would be a 10-year term, with BC Hydro responsible for the operation and maintenance of two DCFC chargers. Should the site hosting agreement be withdrawn by the City before the end of the term of the license, then the City would be liable to cover a portion of the station relocation costs.

In 2020, BC Hydro secured funding and has worked with City staff to identify a suitable location to site a Victoria DCFC. After review of a number of candidate sites, a location has been identified at the south end of Store Street, between Johnson Street and Pandora Street (see Appendix A). The proposed DCFC will be constructed at the site in two phases. In the first phase, BC Hydro will install the DC Fast Chargers and ancillary equipment. In the second phase City staff will reconfigure the parking on Store Street to accommodate access and use of the DCFC station. The station will be in operation and accessible to the public before the end of 2020.

With approval of the agreement, this multi-stakeholder initiative will result in the first DCFC in the City of Victoria. The DCFC's attractive location within sight of the Johnson Street Bridge and its proximity to arterial roads and the downtown core is expected to make it a valued resource for

Victoria residents, businesses and visitors. Construction costs for this public amenity, are estimated at \$250,000 with a Federal contribution of \$100,000, a Provincial contribution of \$50,000, a City contribution of \$25,000 and the balance borne by BC Hydro. Due to the station's more rapid turnover of vehicles - two 90-minute parking spots will be replaced with vehicles charging for approximately 30 minutes – economic benefit to nearby businesses are also anticipated.

ISSUES & ANALYSIS

Electric vehicle (EV) ownership in Canada is increasing rapidly. Regionally, EV adoption rates are estimated to be experiencing growth in excess of 50 percent year-on-year, with total numbers now exceeding 2,000 vehicles. In supporting this growth, public EV infrastructure plays an essential role ensuring current and prospective EV drivers can be confident in charging their EV while away from home.

While EV uptake grows at a rate consistent with meeting the CLP's renewable powered vehicle target, one of the largest barriers to future growth is access to home charging. This barrier is particularly true in the City of Victoria, where approximately 67 percent of the city's 46,000 households, are in apartments or condominiums, with little or no access EV charging at home. The issue is being tackled by the City through topping up the Clean BC Home and Workplace EV Charging Program. The City EV strategy, slated for completion later this year, will provide recommendations on necessary levels of future investment to support access to EVs for people who live in apartments and condo buildings.

While enhancing home charging opportunities is critical, investment in public EV charging infrastructure is also important as it provides additional and complementary charging options for residents but also for visitors and businesses. Since 2013, the City has invested in EV charging infrastructure by installing publicly accessible charging stations. The City now operates 13 public Level 2 charging stations, which have become increasingly popular, as evidenced by a fourfold increase in the use of charging stations between 2015 and 2019¹. While local business and institutions are also investing in EV charging infrastructure, the near-term rate of private sector investment is not expected to meet the level required to sustain future growth in EVs sufficient to maintain alignment with the Climate Leadership Plan's target. Staff anticipate continued and expanded investment in public EV infrastructure over the next several years to support sustained rates of EV adoption in the community. The forthcoming City EV strategy will provide recommendations on necessary levels of public EV infrastructure investment.

The reconfiguration of the existing parking on Store Street, will result in a net loss of one parking space. This work will be undertaken by City crews at an estimated cost of \$25,000, borne by the City. Funding for this work is provided by resources previously allocated from the Climate Action Reserve Fund in 2019. No parking fees will be collected initially by the City for use of the DCFC, however, BC Hydro will charge for the use of the stations, encouraging turnover. The stations will be publicly accessible. To ensure appropriate use, fees and enforcement tools of parking allocated for EV charging, City staff will bring forward an amendment to the Streets and Traffic Bylaw in the next few months. City Parking Ambassadors will oversee site use to ensure it conforms to City bylaws.

¹ In 2015 there were less than 5,000 charging sessions per year and in 2019 over 20,000 charging sessions per year.

OPTIONS & IMPACTS

Option 1 – Authorize staff to prepare a Temporary License of Occupation – Recommended.

Under this option Council is authorizing staff to sign the "License of Occupation (Electrical Vehicle Charging Stations)" agreement and issue a Temporary License of Occupation to allow BC Hydro Power Authority (BC Hydro) the use of a portion of land at 1400 Store Street for a DCFC electric vehicle station. If the request is granted, a public amenity with an estimated value of \$250,000 will be constructed at the site. The DCFC station will support the City's Climate Leadership Plan and the draft Go Victoria sustainable mobility strategy, as well as provincial and federal climate action plans. Additionally, Victoria will be part of the development of a Cross-Country Electric Vehicle Fast-Charging Network.

With the agreement in place, work will commence on detailed site design, installation of the infrastructure and modification of parking on 1400 Store Street. Work is expected to be completed and the site operational before the end of the year.

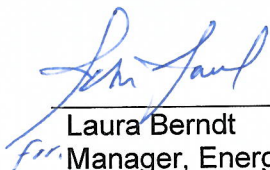
Option 2 – Decline the request.

Under this option the request for a license of occupation is denied. The benefits described above do not accrue to the City, community and other stakeholders. City civil work to enable access and use of the charging station will not be undertaken and an estimated \$25,000 expenditure in curb realignment will be avoided by the City.

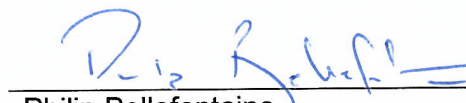
CONCLUSIONS

Staff recommend that Council authorize staff to sign the License of Occupation (Electrical Vehicle Charging Stations) agreement on terms and in a form to the satisfaction of the Acting Director of Engineering and Public Works and the City Solicitor, over a defined portion of the land and parking at the 1400 block of Store Street (see Appendix A).

Respectfully submitted,



for Laura Berndt
Manager, Energy and Climate Action



Philip Bellefontaine
Acting Director - Engineering and Public Works

Report accepted and recommended by the City Manager:  _____

Date: May 15, 2020

Appendix A - Proposed area of Temporary License of Occupation