



RESORT MUNICIPALITY OF WHISTLER

4325 Blackcomb Way TEL 604 932 5535
Whistler, BC Canada V8E 0X5 TF 1 866 932 5535
whistler.ca FAX 604 935 8109

STAFF REPORT TO COUNCIL

PRESENTED: July 23, 2024 **REPORT:** 24-077
FROM: Climate and Environment **FILE:** 0340-20
SUBJECT: BC HYDRO LICENCE OF OCCUPATION FOR ELECTRIC VEHICLE CHARGING STATIONS – DAY LOT 3 AND WHISTLER CONFERENCE CENTRE PARKING LOTS

RECOMMENDATION FROM THE CHIEF ADMINISTRATIVE OFFICER

That the recommendation of the General Manager of Climate Action, Planning and Development Services be endorsed.

RECOMMENDATIONS

That Council approve the proposed licence of occupation agreement (LOA) between the Resort Municipality of Whistler (RMOW) and BC Hydro for the installation of up to 42 Level 2 electric vehicle (EV) chargers in Day Lot 3, in the form attached as Appendix A to Administrative Report No. 24-077; and

That Council authorize the General Manager of Climate Action, Planning and Development Services to approve a second LOA between the RMOW and BC Hydro that is on substantially the same terms as Appendix A to Administrative Report No. 24-077 after the site plans are finalized for the installation of up to eight direct current fast chargers at the Whistler Conference Centre (WCC) surface parking lot and up to 10 Level 2 EV chargers at the WCC underground parking lot; and further

That Council authorize the corporate signatories to execute both LOAs on behalf of the RMOW.

PURPOSE OF REPORT

This report seeks authorization from Council to execute two licence of occupation agreements (LOA) with BC Hydro for the installation and operation of up to 42 Level 2 electric vehicle (EV) chargers in Day Lot 3 (in two phases), up to eight direct current (DC) fast chargers at the Whistler Conference Centre (WCC) surface parking lot and up to 10 Level 2 chargers at the WCC underground parking lot.

Information Report

Administrative Report

DISCUSSION

Background

Personal vehicle transport is Whistler's largest source of greenhouse gas (GHG) emissions, accounting for 53 per cent of Whistler's community wide emissions in 2022. Whistler's ability to meet its long-term

JULY 23, 2024

GHG reduction targets is thus very much dependent on achieving reductions in the mobile fuel sector from passenger and fleet vehicles. In fact, meeting emissions targets from passenger vehicles is expected to reduce community-based emissions by more than any other single source.

Whistler's approach to personal transport as stated in the Official Community Plan (OCP) is to prioritize walking, cycling, transit and other preferred modes over the single occupant vehicle and private automobile (OCP Goal 11.4). However, passenger vehicles will continue to be an integral part of Whistler's transportation network for the foreseeable future. A strategic and coordinated approach is necessary to decarbonize and electrify these remaining passenger vehicles while concurrently prioritizing active modes of transportation and transit.

Whistler's Electric Vehicle Strategy

In 2022, Council adopted Whistler's EV Strategy to identify actions the Resort Municipality of Whistler (RMOW) can take to achieve Big Move 2 – Decarbonize Passenger and Commercial Transportation. The specific goal of Big Move 2 is that 50 per cent of vehicle kilometers are driven by zero emission vehicles (ZEVs) by 2030. The EV Strategy includes actions for residents, commuters and visitors, since all three groups contribute to the kilometers driven on Whistler's roads, and their associated emissions. One of the four focus areas from the strategy is the expansion of Whistler's public EV charging network. Whistler's visitors and commuters need improved access to public EV charging. In addition, Whistler residents without access to home charging currently rely on the public charging network. Based on modelling projections and the light-duty ZEV sales goals stated in the *Zero Emission Vehicle Act* which was passed by the province in 2019, Whistler is expecting significant growth in EV charging demand between now and 2030. In 2022, 16 per cent of all new motor vehicle registrations in BC were electric and plug-in hybrid vehicles. In 2023, this number was 20 per cent, demonstrating the rapid increase in ZEVs in the province. Therefore, the actions in this focus area are designed to accelerate the expansion of the public charging network to meet this fast-growing demand.

Expanding Whistler's Public Charging Network

There are several actions outlined in Whistler's [EV Strategy](#) to accelerate the expansion of the public charging network. These include expanding the municipally owned charging network and partnering with utilities and the private sector to further expand the public charging network.

With funding from the Clean BC Communities Fund, Whistler continues to expand the municipally owned charging network. In 2023, 14 Level 2 EV chargers were added to the municipally owned charging network at Day Lot 4, Meadow Park Sports Centre, and Bailey Park. Additional DC fast chargers are planned to come online in the fall of 2024 on Main Street. However, more work is necessary to accelerate the expansion of Whistler's public charging network beyond the municipally owned charging network itself. Partnering with utilities such as BC Hydro allows for this accelerated expansion.

Analysis

Partnering with BC Hydro

As a BC Crown Corporation regulated by the BC Utilities Commission, BC Hydro has become a reliable provider of EV chargers throughout the province. BC Hydro currently operates over 150 public DC fast chargers at over 80 sites throughout the province, with plans to expand this network to 3,000 charging ports in the next five to seven years. Further, BC Hydro is the only provider of EV charging in the province that has the approval from the BC Utilities Commission to bill users by kilowatt hour (kwh) of electricity used. This approach has been identified as a more fair, equitable, and accurate way to bill for EV charging over other providers that bill by charge duration/time.

JULY 23, 2024

To best serve the community of Whistler, EV charging should be accessible, safe, reliable and costs to users should be reasonable. BC Hydro has a proven track record of providing a high standard of service throughout the province, as well as within Whistler. BC Hydro currently owns and operates two DC fast chargers in the WCC underground parking lot under a LOA with the RMOW.

Proposed New EV Charging Sites

BC Hydro has identified Day Lot 3 and expansion of the existing charging network at the WCC parking lot to be ideal locations for EV charger expansion. These locations align with those identified by the RMOW as optimal future EV charging sites.

As a site host, the RMOW will receive BC Hydro built and operated public EV charging stations at no cost to the RMOW. BC Hydro will pay all costs associated with supplying electricity to the site, constructing the charging station as well as all costs associated with operating and maintaining the charging equipment and associated station elements. The RMOW will continue to monitor and charge for parking and will be responsible for maintaining, snow clearing, repairing and cleaning the parking stalls as before.

Analysis of use of current RMOW-owned charging infrastructure indicates that use levels have risen significantly over the past three years. In May 2024 municipally owned EV chargers were used over 6,400 hours, a 60 per cent increase relative to May 2023.

Day Lot 3 has been separated into two phases. During Phase 1, up to 22 Level 2 EV chargers will be installed along with the underground electrical infrastructure for both phases. A minimum of two and a maximum of four parking stalls (depending on available space) will be accessible parking spaces with public EV charging. The final site design will ensure that sufficient accessible parking spaces with EV charging is available, while minimizing the loss of existing accessible and regular parking stalls. During Phase 2, up to an additional 20 Level 2 EV charging stations will be installed. Phase 2 will only proceed if both parties (BC Hydro and the RMOW) determine that there is sufficient utilization of the chargers installed during Phase 1, demonstrating the demand for Phase 2. Utilization of Phase 1 EV chargers will be evaluated six months and one year after installation (the plan is outlined in Appendix A).

The total number of EV charging stations relative to total parking supply in the Day Lots is forecast to increase as follows:

Phase	Number of EV Charging Stalls	Percent of Total Parking Stalls
Current	34	2%
After BCH Phase 1	Up to 56	4%
After BCH Phase 2	Up to 76	5%

At the WCC surface parking lot, up to eight DC fast chargers will be installed. One of these stalls may be an accessible parking space with a public DC fast charger. At the WCC underground parking lot, up to ten additional Level 2 EV chargers will be installed. BC Hydro conducted a site visit to confirm spacing requirements at these parking lots and is currently finalizing the site plans to determine final layouts. Once these site plans are complete, BC Hydro will draft a LOA for the WCC parking lots. The WCC EV charger LOA will contain the same terms as the LOA attached as Appendix A.

Licence of Occupation Agreement

The LOA (Appendix A) outlines the provisions of partnering between the RMOW and BC Hydro to install EV chargers at Day Lot 3. The LOA for the WCC parking lot will include the same terms. A summary of the key provisions of the LOA is shown in the table below.

JULY 23, 2024

Provision	Licence of Occupation for Electric Vehicle Charging Stations
Term	10 years
Licence Fee	One dollar (\$1)
Licence Area	Day Lot 3
Permitted Purpose	(i) the use of the Licenced Parking Spaces as dedicated electric charging stalls; and (ii) constructing, installing, erecting, stringing, operating, maintaining, removing, repairing, and replacing the charging stations and associated infrastructure and signage.
Licensor's Obligations	RMOW will continue to be responsible for maintaining, snow clearing, repairing, and cleaning the parking stalls as before.
Licencee's Obligations	BC Hydro will be responsible for maintaining its infrastructure and equipment associated with the charging stations and any damages to RMOW property as a result of damage caused by BC Hydro.
Termination	(i) RMOW may cancel and terminate the licence if BC Hydro fails to operate the EV chargers for 6 months; and (ii) BC Hydro may cancel and terminate the licence without cause with 90 days' notice.

Timeline

Day Lot 3

Summer 2024 BC Hydro to submit necessary permit applications for RMOW approval.

Fall 2024 Commence construction of EV charging stations with the goal of completion before the start of the 2024/2025 ski season.

WCC parking lots

Summer 2024 BC Hydro to finalize site design of EV chargers.

Fall 2024 BC Hydro to submit necessary permit applications for RMOW approval.

Winter 2024/2025 Construction of EV charging stations.

POLICY CONSIDERATIONS

Relevant Council Authority/Previous Decisions

[June 7, 2022: Administrative Report No. 22-081](#), Whistler EV Strategy.

Whistler's EV Strategy identifies actions the RMOW can take to achieve the Big Move 2 goal that 50 per cent of vehicle kilometers are driven by ZEVs by 2030. The Strategy specifically includes the expansion of Whistler's public EV charging network.

2023-2026 Strategic Plan

The 2023-2026 Strategic Plan outlines the high-level direction of the RMOW to help shape community progress during this term of Council. The Strategic Plan contains four priority areas with various associated initiatives that support them. This section identifies how this report links to the Strategic Plan.

Strategic Priorities

Housing

Expedite the delivery of and longer-term planning for employee housing

Climate Action

Mobilize municipal resources toward the implementation of the Big Moves Climate Action Plan

Community Engagement

Strive to connect locals to each other and to the RMOW

Smart Tourism

Preserve and protect Whistler's unique culture, natural assets and infrastructure

Not Applicable

Aligns with core municipal work that falls outside the strategic priorities but improves, maintains, updates and/or protects existing and essential community infrastructure or programs

Community Vision and Official Community Plan

The OCP is the RMOW's most important guiding document that sets the community vision and long-term community direction. This section identifies how this report applies to the OCP.

Increasing the availability of EV charging infrastructure is aligned with the following goals, objectives, and policies of Whistler's OCP:

10.2. Goal - Substantially reduce GHG emissions from vehicle and transportation.

10.2.3. Objective – Increase integration of lower-impact technologies for community mobility.

10.2.3.1. Policy – Integrate support for electric vehicle charging infrastructure into relevant municipal development policies, including electric vehicle-readiness requirements for parking areas and garages in new, or significant redevelopment, projects.

11.3. Goal - Minimize GHG emissions created by the transportation system.

11.3.1. Objective – Support new technologies that reduce GHG emissions.

11.3.1.1 Policy – Support innovative technological advances in transportation that reduce GHG emissions and are appropriate to Whistler's climate.

11.3.1.3 Policy – Support technology that promotes more efficient transportation choices.

BUDGET CONSIDERATIONS

There are no budget considerations for the LOAs. BC Hydro will bear the cost of installing and maintaining the EV chargers associated with these agreements. The RMOW will continue to apply parking fees to each parking stall and BC Hydro will charge users for the use of their EV chargers.

JULY 23, 2024

LÍLWAT NATION & SQUAMISH NATION CONSIDERATIONS

The RMOW is committed to working with the Líl'wat People, known in their language as *L'il'wat7úl* and the Squamish People, known in their language as the *Skwxwú7mesh Úxwumixw* to: create an enduring relationship; establish collaborative processes for unceded land planning; achieve mutual objectives; and enable participation in Whistler's resort economy.

Consultation with First Nations is part of BC Hydro's due diligence process for the design and installation of the proposed EV chargers.

COMMUNITY ENGAGEMENT

Level of community engagement commitment for this project:

Inform Consult Involve Collaborate Empower

Whistler EV Strategy and EV Charger Location Analysis

The engagement process for the development of the Whistler EV Strategy, including the proposed locations for public EV charging, consisted of targeted interviews with stakeholders and public surveys.

A final draft of the Whistler EV Strategy including location analysis was presented to the Whistler Transportation Advisory Group (TAG) at the meeting in May 2022. An opportunity for TAG members to ask questions and provide feedback and comments was provided during the meeting and through an online platform thereafter. All feedback on the strategy and proposed locations for public EV charging was incorporated in the final strategy.

BC Hydro EV Charging Sites

The Day Lot Operating Committee was consulted to receive their feedback on the site plan for Day Lot 3 which was incorporated into the site plan included in the LOA (Schedule 3 of Appendix A).

Several RMOW staff members/departments collaborated with the Climate and Environment Department on the negotiation of this LOA including the Accessibility Coordinator, Facility Construction Management and Legislative Services.

As the proposed LOAs meet the requirements of a Partnering Agreement as outlined in the *Community Charter*, public notice will be included in the local newspaper consistent with ss. 24 and 94 of the *Community Charter*.

REFERENCES

Appendix A – Proposed Licence of Occupation for Electric Vehicle Charging Stations (Day Lot 3)

SUMMARY

The LOAs for partnering with BC Hydro will allow for the installation and operation of up to 42 Level 2 EV chargers in Day Lot 3 (in two phases), up to eight DC fast chargers at the WCC surface parking lot and up to 10 Level 2 chargers at the WCC underground parking lot. The installation of these EV chargers will accelerate the expansion of Whistler's public EV charging network at no cost to the RMOW. These installations will provide much needed charging for Whistler residents, commuters and

JULY 23, 2024

visitors, further supporting the adoption of ZEVs. This is in alignment with Big Move 2 goal that 50 per cent of all vehicle kilometers traveled are by ZEV by 2030.

It is recommended that Council approve the LOA for Day Lot 3 (Appendix A). It is also recommended that the General Manager of Climate Action, Planning and Development Services be authorized to approve the LOA for the WCC parking lots on substantially the same terms and conditions as the LOA for Day Lot 3 and the corporate signatories be authorized to execute both agreements.

SIGN-OFFS

Written by:

Maria Thorlakson,
Climate Action Coordinator

Reviewed by:

Luisa Burhenne,
Acting General Manager of Climate Action,
Planning and Development Services

Ted Battiston,
General Manager of Corporate Services and
Public Safety

James Hallisey,
Acting Chief Administrative Officer