



QUAYSIDE COMMUNITY BOARD MINUTES September 26, 2018

Meeting Location: Anchor Pointe Common Room
1135 Quayside Dr.

START TIME 7:00 pm

A. Call to order 7:05 pm

B. Adoption of the minutes from the **May 30 Meeting**..... MSC

C. Strata Reports:

NIA = Not in attendance **Murano: Riviera: The Q: Tiffany Shores: Tower I**

Anchor Pointe: Elevator modernization and decking upgrade completed.

Dockside: No-Smoking bylaw delayed.

Excelsior: Building painting almost finished. Thieves stole Brass Fire fittings off front of building.

Laguna Landing: Initial Cannabis bylaw passed at the AGM.Lobby upgrades to be done.

Lido: Flat roof repair underway using torched on membrane. All rocks removed to prolong life of new membrane. No-smoking bylaw to be updated to include common and limited common spaces.

Quaywest: Passed No-Smoking bylaw to include common and limited common spaces. Novis Fiber connections being considered.

Quayside Terrace: Roof Deck Membrane replacement on-going.Upper deck railings need redesign. Happy with contractor as work is on schedule. Security upgrade required after issues with break ins, lost keys, and tampered locks.

Rialto: Property Managemnt review being considered. Lagoon containers removed to reduce bamboo. City Tree bylaw infraction being studied due to removal of existing trees,

Riverbend: Smoking bylaw under review.

The Promenade: On going maintenance.

Tower II: Pool roof repair completed. Reported problem with garbage around McInnis overpass

Westminster Landing: Problem with homeless sleeoing on property continues.

Westport: Will be attending “Strata School” on Saturday to learn more on specific bylaws dealing with smoking and cannabis.

D. Regular Business:

- 1. **President's Report:** Several area break ins were reported over the summer. A Q2Q Ferry petition is circulating to encourage the City to maintain / increase the service. New West Residents Associations planning a Winter Festival to be held at the Anvil Center Dec. 29th. The lack of meeting spaces for Ras is being raised with the city.

- 2. **Treasurer's Report:** Balance as of August 31st. **\$ 6,582.77**
Maureen requested approval to purchase a wreath for the Remaberance Day service. **MSC**

- 3. **City Updates:**
 - a) **Quayside Rail Crossing**
Installation of crossing gates and lights has started and is expected to be completed in 2 months. There will be lights, gates and audio components triggerered by the trains. Some concerns have been raised about the audio component,

 - b) **Q2Q Ferry Trails**
There were 50,000 passenger trips over the summer. The operator, Bowen Land and Sea Ferry, kept a Log book tracking use and passengers.A report to council is scheduled for early Ocober.

 - c) **Front Street Closure**
Due to challenges with the sewer upgrade the closure has been extended for a month. Some discussion of the impact on local access and traffic patterns took place.

E. Committee Reports

- 1. **Traffic, Buses, Boardwalk & Gateway Committee** **NTR**
- 2. **Community Policing**
Community break ins were discussed especially from storage lockers.Possible increase in patrols were discussed but depend on residents reporting criminal activity to the police. A reminder to visit the NWPD social media sites and mobile App. for reporting concerns.

- 3. **Emergency Advisory Committee**
NWFD supported Wild Fire activity at Shovel Lake. Drone used too monitor recent Bog Fire. Planning underway for Emergency Exercise taking place on River Drive (by Kruger) "Fire Smarting" described as method to reduce the risk of fires happening during extreme weather conditions.

F. Business arising from the minutes

- 1. **Boardwalk Sale**
Vickie provided a quick review of the Boardwalk Sale. All spaces were sold. Maureen advised that processes around the sale /collection of monies associated with table rentals at these types of events may need reviewing. Feedback from the event was positive.

- 2. **Quayside Rail crossing email** **Tabled**

G. New Business

1. Electric Vehicle Charging

A brief overview of the Lido's plans for installing Electric Charging stations was presented by Robert Granewell (Lido). He included an outline of the EV stations and electrical requirements and a letter to Judy Darcy (see attached) asking for changes to the Strata Property Act that would allow Limited Common Property (Parking Spaces) to be exchanged without needing a 100% vote to change existing parking lot assignments. Due to length of the meeting discussions were limited,

H. Correspondence received

I. Meeting adjourned

NOTE: Next Meeting November 7, 2017

Electric vehicle charging in the Lido For discussion only (DRAFT)

EV charging is normally done with level 1 or 2 chargers. Level 1 plugs into a common 15A 120V receptacle, or is hardwired into a 15A 120V dedicated circuit. Level 2 is normally hard wired into a 40A circuit and delivers 30A at 240/208V. There are Level 2 chargers available for lower Amperage, but the power supply must be compatible with the power available. Normal consideration is for 80% of the rating of the disconnect (breaker), so a 40A circuit is needed for a 30A (actual) charger.

Using Electric vehicle energy management systems (EVEMS), a 40A feed can charge up to 4 vehicles. This allows a 200A service to charge up to 20 vehicles in a programmed manner. If each station gets a dedicated level 2 30A, only 5 vehicles can be charged from the same 200A service. As some vehicles do not require much top up, this is a better use of resources and keeps the original electrical service from needing upgrade. For the Lido, we have 320 4 foot T8 (Originally T12 when designed) LED tubes, each saving 21W over design. Additionally there are some 450 light bulbs designed for 60W that now draw between 7 and 9W. This frees up some 30 KW of load. Add to this the more efficient lighting and equipment in the suites, and there should be (more of a guess) capacity for about 30 cars charging at one time. As charging will commence at varying times, there should be capacity for at least 40 EVs due to power savings alone.

It should be noted that the number of charging stations using level 2 EVEMS is less than level 1 (20 EVEMS and 26 Level 1). This is based on the above calculation for EVEMS and Level 1 having access to 320A and each L1 charger using 12A. The main advantage of a level 1 charger in a retrofit can be summarized in the following scenario:

Five vehicles plug in to 5 separate EVEMS stations (one per EVEMS). Each vehicle draws 30 amps at 208V. Five vehicles on level 1 each draw 12 amps at 120V. So we have 150A @ 208V which is 31.2 KWh or 60A @120 which is 7.2 Kwh. At full load, the difference is not so stark, but the occurrence of such an event would be rare. Level 1 does not need any special wiring or equipment. A 15A circuit is sufficient. Level 1 is limited by time. Each hour of charge for the average (lightweight) vehicle is about 6 km., so not suitable for long commutes. A PHEV (Plug-in Hybrid Electric Vehicle) would be a better choice for any owner needing more than level 1 if the Lido chooses L1 for the installation.

As the Lido has 5 electrical rooms, a 200A panel in each would allow for 100 level 2 EVEMS outlets. This may not be feasible pending a review of our electrical capacity. If the Strata Act is changed to allow for reassigning LCP so that charging zones can be set up, the zones can be wired as needed, reducing the initial capital cost. The first zone could be fully or partially financed before the second zone is wired. The costing formula needs to be passed at an AGM. It will probably be a variation of 1/20th of the installation cost plus a monthly or annual charge, possibly based on mileage and vehicle size. The plan is to be fiscally neutral.

Hon. Judy Darcy,

I am on the Strata Council of a Condo in New Westminster (The Lido, 2 Renaissance Square) that is 28 years old. We are investigating retrofitting Electric Vehicle Charging Stations into our parkade. A major obstacle is the Strata Property Act which limits the flexibility of reassigning stall locations. Our parking allocations are currently Limited Common Property requiring a 100% vote to make any changes to lot usage, a target not easily met as one owner out of 148 can scuttle the change. The recent Act change allowing charging a fee for electricity is helpful, but what would really be valuable would be to group charging stations close to the Electrical Rooms. A change to the Strata Property Act to allow easy swapping of Limited Common Property parking spots for the purpose of creating an EV charging zone would be of value for any strata that does not have pre-wired charging stations.

Your championing of this change to the Act would be a positive step in making BC less dependent on hydrocarbons as there are many condos in the same predicament as ours.

Thank you for your consideration.