2021 AGM Explanations regarding CRF Contribution Increase, EV Charging Project and Elevator Project

One-Bedroom In-Suite Laundry Installations

A few owners have emailed Council asking for clarification regarding several items:

1. **CRF Contribution Increase**

   By increasing the annual CRF contribution from 2022 to 2025 by $60,000 per annum to $100,000 per annum, the CRF will accumulate $400,000 from 2022 to 2025 instead of only $160,000.

   It is estimated that a roof replacement in mid-2025 or mid-2026 may cost ~$400,000.

   The 2018 Depreciation Report http://www.vaniercourt.ca/test/wp-content/uploads/2018/09/Vanier-Court-Dep.-Report-2018.pdf [Table 1] estimated the cost as ~$339,400 including taxes. The cost may be higher due to the roof needing sloping to avoid the current water pooling problems and due to inflation.

   A $400,000 special levy could cost one-bedroom owners ~$6,500.00, and two-bedroom owners ~$10,000.00 each.

   By increasing the CRF contribution by $60,000 from $40,000 to $100,000, the estimated cost to one-bedroom owners is ~$4,000.00 and two-bedroom owners is ~$6,400.00 over 4 years or ~$1,000.00 and $1,600.00 per year, respectively.

   The roof was replaced in 1999. The 2013 Depreciation Report http://www.vaniercourt.ca/test/wp-content/uploads/2014/01/5469_10-2014-01-16-NS-RPT-Compiled-Depreciation-Report-Vanier-Court.pdf recommended replacement in 2 years (2015) while the 2018 Depreciation Report recommended replacement in 4 year (2022).

   As an owner correctly wrote to Council, there has been water pooling on the roof for years due to poor sloping. It will be a major project involved removing all decks and walls from the 4th floor roof in front of the 5th floor units and common area and replacing the 4th and 5th floor roofs Owners will have store their deck furniture and any plantings/shrubs while the roofing replacement project is carried out. The previous replacement project involved one-half of the roofing being replaced with decking, furniture and plants moved to the other half and then vice versa.

   The CRF increase is pro-active start to fund and prepare for a roof replacement in mid-2025 or mid-2026.

2. **EV Charging Project**

   The Morrison Hershfield EV Charging Feasibility Report http://www.vaniercourt.ca/test/wp-content/uploads/2020/02/Vanier-Court-EV-Charging-Feasibility-Report.pdf.pdf dated February 5, 2020 determined that Vanier Court has available ampacity of 293A. The engineering firm had a logger installed for a 2-week period which determined that Vanier Court usage is 347A. Vanier Court has 800A service; however, the Canadian Electrical Code only permits 80% of the total to

be utilized so our maximum available amperage is 640A (800A x 80%) unless increased in the future.

Their report states that Vanier Court has sufficient amperage to install and power 58 Level 1 EV chargers, or 12 Level 2 EV chargers, or 48 Level 2 EV chargers if the 48 are installed in a load management configuration (4 EV chargers on one circuit) for our 73 interior parking stalls (including 3 visitor parking stalls) and 2 exterior visitor/service provider parking stalls.

[Two interior stalls not included in the 73 total are not available as one is the main-to-second floor staircase and the other is our recycling bin area.]

Some points to consider . . .

- Council must make its decisions based on what Council concludes as best for all owners. Installing EV charger in individual assigned parking stalls for those owners who own EVs does not address the issue of providing EV charging availability to all owners.
- Vanier Court has 70 interior parking stalls assigned by Bylaw 27(1) to specific strata lots.
- Vanier Court has only 3 interior and 2 exterior parking stalls that are unassigned and available for EV charging without amending Bylaw 37(1) to remove parking stalls from owners.
- Level 1 EV chargers take 12-20 hours to fully charge and require a 15A-1P GFCI (ground fault circuit interrupter – circuit breaker) for each Level 1 EV charger.
- Rebates have been NOT available for Level 1 EV chargers in multi-unit residential buildings. Rebates have been available for Level 2 EV chargers.
- Level 2 EV chargers take 6-14 hours to fully charge and require a 40A-2P GFCI for each Level 2 EV charger.

The Morrison Hershfield Report recommends . . .

> "Our recommendation is to install EV charging stations in the three (3) visitor parking stalls on the Upper Parkade. This area is ideal because the charging station can be mounted on concrete block wall behind parking stall "VP3". This location is also ideal because the Main Distribution Panel and electrical room are located on the other side of this wall and can easily feed the new EV Chargers. The designated electric vehicle charging stalls should also be repainted to indicate it is a charging stall. We also recommend installing rubber wheel stops in the new EV charging stalls to prevent vehicles from accidently backing into the EV car charging equipment on the wall.

We propose that the Main Distribution Panel (MDP) in the electrical room be utilized to feed the new EV car chargers. There exists spare circuit breaker mounting space in the panelboard and spare ampacity; up to 32 spare circuits are unused in the existing panel. The concrete block wall can be cored through to the visitor parking stalls to the other side of the wall in the Parkade.

The electrical feeder and conduit can then be penetrated through the wall to power the new EV car chargers."

The CPPC's EV Charging Report http://www.vaniercourt.ca/test/wp-content/uploads/2021/02/EV-Planning-Committee-Report-8-February-2021-Final.pdf dated February 8, 2021 recommends . . .

- Installing Level 2 EV chargers in every stall – one for each strata lot – 52 in total.
- Installing Level 1 EV chargers in 40 parking stalls.
- Installing Level 1 EV chargers in 20 stalls.

The Morrison Hershfield Report states that Vanier Court has available ampacity to install 12 Level 2 EV chargers **or** 48 Level 2 EV chargers in a load management configuration (4 chargers per circuit).

Committee's first recommendation would utilize all the building's remaining available ampacity of 293A and would require additional service from BC Hydro.

Level 2 EV chargers are eligible for government rebates while Level 1 EV chargers are not in multi-unit residential buildings.

The installation of EV chargers for some, but not to all, parking stalls is not equitable and does not benefit all the owners.

Rebates are available for infrastructure installation (50% up to $800 per parking stall) and for each Level 2 EV charger (50% up to $1,400 to $3,400 per EV charger installed).

[Intake for new applications for the current rebate program closed February 28, 2021. The rebate program is expected to be renewed as it has been previously.]

As Vanier Court only has three EV owners at this time, Council has requested the Owners to approve i) a 'change in use' of the common property (non-bylaw-assigned parking stalls) to allow EV charging and ii) allowing up to 5 parking stalls to be used for EV charging. All the other 70 parking stalls are assigned by Bylaw 37(1) to specific strata lots. A future bylaw amendment would be required to change the assignments.

Council has requested funding to install 3 Level 2 EV chargers; however, at this time, Council will only install one as only three owners own EVs.

The elevator installation will require additional amperage and Council is currently aware of 15-20A GFCI required for an elevator machine room wall-mounted split heat pump and a 15A GFCI for cathodic protection power system for the in-ground hydraulic cylinder.

Additionally, Council has received several requests from one-bedroom owners to install in-suite laundries. Currently, the requests are being held in abeyance until professional engineering advice is received.

The 293A restriction applies to all current and future electrical installations.

Council has engaged Morrison Hershfield to determine ways to increase the building's amperage and to estimate the cost.

3. Elevator Project

The elevator upgrading project (elevator modernization, hydraulic ram and cylinder replacement and elevator car refurbishment) is estimated by the elevator consulting firm to cost $285,000 including consulting fees. The CRF currently has a $312,268.97 balance. The Owners are being asked to fund the project with $278,500 from the CRF instead of using a special levy which would leave a $33,768.97 CRF balance.

A $278,500 special levy is estimated to cost one-bedroom owners ~$4,500.00 and two-bedroom owners ~$7,500.00 ea. By increasing the CRF contribution from $40,000 to $100,000 from 2022-2025, estimated cost to one-bedroom owners is ~$1,000.00 and two-bedroom owners is ~$1,600.00 annually.

To replenish the CRF up to its statutory minimum of 25% of the prior year's operating fund contribution ($310,429.37 x 25% = $ 77,607.34), Council has recommended an increase in the 2021 CRF contribution from $40,000 per year to $100,000.

Subsequent year CRF contributions must be approved by the Owners at each year's AGMs.

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4. One-Bedroom In-Suite Laundry Installations

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week period which determined that Vanier Court usage is 347A. Vanier Court has 800A service whoever the Canadian Electrical Code only permit 80% of the total to be utilized hence the maximum is 640A.

Recently a one-bedroom unit was permitted to install an in-suite laundry. There were issues and Council is concerned.

Subsequently, Council received 4 application for permission to install in-suite laundry in one-bedroom units – two have been withdrawn.

The owner had to move the in-suite laundry installation as the first two proposed sites were not plumbing code-compliant.

The laundry installation included a 40A 208V condensing dryer.

Council has requested professional engineering advice quotes to determine:

i. whether our bathroom and kitchen drains can handle an in-suite laundry and remain plumbing code-compliant, and

ii. whether Vanier Court has the available ampacity to allow further in-suite laundry installations.

Morrison Hershfield has been engaged to determine ways to increase the building's available amperage for current and future electrical demand and the costs.