

Piers Island Improvement District Trustee's Report - AGM 2017

Buildings and Land Improvements Portfolio - Tony Kaul #36

Introduction:

This year has been the calm before storm for the Buildings and Land Improvements Portfolio. We have seen some infrastructure improvements across the asset platform and we have some back and forth communications between the Seaspans Group and Piers Island over the proposed expansion to the Seaspans terminal on Dolphin Road. We have begun a review of our assets and it is clear that the reservoirs and compound are going to need significant work in the next few years.

Buildings report:

On the buildings front no new major renovations were conducted last year. We saw some annual maintenance on the furnaces in the fire hall and a special thanks goes out to Barry Tate who assisted with the replacement of some electronic components that power those furnaces. Barry stepped up (literally, there were ladders involved) to lend his expertise and I am very grateful!

A plan has been formulated, though not finalized, for the addition of an apron on the new fire hall which I will let the Fire Trustee inform the islanders on.

Reservoirs and lands report:

We had several bad windstorms this year that brought down trees on the inside of the island and near the new fire hall. Those crossing paths or presenting hazards were removed by our volunteers directed by the Fire Chief. The reservoirs had some routine and non-routine maintenance performed this year with new fencing on the lower reservoir around the sink hole. General clean up on the lower reservoir and some sinkhole remediation on the lower reservoir as well. Both reservoirs will need a more extensive cleaning out this upcoming year to remove vegetation from encroaching on them and to keep debris from falling into them.

Dolphin Road Compound report:

Dolphin Road Compound has had its share of frustrations this year with higher than average maintenance on the gates. The locking mechanisms, hinges and pintels of the gates are all reaching end-of-life and will need extensive repair and replacement next year. Quotes on the lock portion are in hand and we are holding our breath before pulling the trigger on new locks, keys and gate infrastructure rebuilds until the results of Seaspans negotiations are known.

We have officially run out of space for trailers. Libby and I have played "Trailer Tetris" 3 or 4 times this year to re-arrange trailers in the compound so that they fit in the allotted space. We currently have a waitlist of folks looking for trailer space and we are not issuing any new trailer permits. If you wish to store a trailer in the compound please contact Libby or myself (#36 — 250-654-0905). As a reminder, all vehicles including trailers parked in the compound must be road worthy (no seized axles/brakes, flat tires) and they must have current registration and insurance. If they are not road worthy, and/or do not have insurance and registration then they will be towed. If you have a trailer in the compound that you would just as soon sell, please contact Libby or myself and we will help with taking pictures and posting on the internet... there are trailers in the compound that have not moved in years and if they are not useful they need to go!

We will be doing a review of the condition of the boat racks and the boats stored in those racks. The boat racks will need some house keeping and maintenance and repair this year. We are reviewing the pricing and utilization of the boat racks as there are some boats on them that will never float again and we will be insisting on those boats being removed from the compound. If you have a boat in the racks that you want gone, please contact Libby or myself and we will help you dispose of it.

Islander requests for the accommodation of electric vehicle charging within the compound:

I have received 4 separate requests for consideration in the coming year to how Piers Islanders will handle electric vehicles and their charging needs in the compound. The question really is, *when will we include the abilities to charge vehicles in the compound and how will those logistics work?*

Piers Islanders have always been good environmental stewards and I anticipate that the percentage of islanders who are looking at EVs is higher than the general BC population. This year in BC the combined financial incentives to offset the costs of an electric car are \$12,000 to \$14,000 which is pushing many people in the province to adopt this technology.

What we do not know: How and when we, as a community, will handle the need to support and charge these vehicles. In particular, questions that need to be answered:

1. What government incentives, if any, would we as an Improvement District qualify for to offset the costs of installing charging stations?
2. What would the costs be to install the infrastructure to support charging stations and the costs to install the charging stations themselves? How would these infrastructure costs be paid for?
3. How would we maintain fairness within the current concept of "first come first served" in the compound while also reserving specific spots for EVs?
4. At what rate will EVs be adopted and what would be the growth rate of EV infrastructure needed over the next 5 years, 10 years?

What we do know:

1. A percentage of Piers Islanders will own electric vehicles by next AGM. It is highly probable that this number will grow year on year in the next few years.
2. We are not the first to figure this out, and the technology exists to charge EV users for the electricity and costs of the charging stations.

We will be opening this concept up for polite discussion at the AGM with particular attention to the meeting rules and time limits for holding the floor, which the meeting chair will outline at the beginning of the meeting.

If you have strong opinions on either side of the issue, or would just like to know more about what the possibilities of EV stations in the compound would look like, then please reach out to me at the AGM, before the AGM or after the AGM, as I am eager to solicit all viewpoints.

The Seaspan Saga:

Seaspan has purchased 4 new larger ferries and taken delivery of two of them. You may have seen these new larger ferries at the terminal. They hold about double the number of trucks than the legacy ferries and Seaspan is looking to enlarge their terminal footprint to accommodate the added traffic. The potential idea was to "trade" our compound for a larger one directly across Dolphin Road to enable Seaspan to enlarge their terminal in one contiguous piece. I had worked with Seaspan to make our views and desires known last year (2015) and determined at the time that the plan was dead for the time being. Three months ago, Seaspan got back to us and breathed new life into the discussion. They have retained an engineering firm to do a feasibility and cost analysis of how to accommodate their added traffic.

The results of the feasibility study will be out in the next few weeks and I anticipate having a further conversation with the engineering company and Seaspan this summer to discover if they are still interested in the possibility of a swap or not.

Of concern to islanders:

If this opportunity crystalizes it must be in the best interests of the islanders. That means:

1. We end up with a larger compound.
2. The infrastructure (fences, gates, lights, electrical, storage shed, ramp, etc.) would be new.
3. North Saanich would need to come to the table and transfer our tax-exempt status from our existing lot to the new one across the road.
4. Ramp and ocean access would remain private, improve and be deeper.
5. Seaspan pays for it all.

The above list is clearly not exhaustive, but it is a start. There would be opportunities for improvements to the foundations of our compound asset in the process that are worth discussion. One such improvement would be the addition of underground conduits and infrastructure to power electric vehicle charging stations in our compound.

For those whose immediate instinct is that we do not want to trade compounds under any circumstances ... it is important to note that if they decide to develop the two lots for their own use, then we will be caught between two very busy truck/cargo terminal points, which will be less than ideal...

Conclusion:

So in conclusion, there is a great deal of work on the horizon. This year we will see new keys and gate improvements/maintenance. We will be reviewing the Capital Asset Replacement Plan for the buildings, reservoirs and compound and ensure that we have a full understanding of the value of the assets and lifespans. We will have some idea if the Seaspan issue is something tangible or just "much ado about nothing". If there is real interest from Seaspan, then we will be putting together a committee and a series of communications and meetings with Islanders to ensure that we get all viewpoints expressed and understood. We will be soliciting viewpoints starting at the AGM about how to accommodate the future of electric vehicles in our compound.

Expressions of Gratitude:

While I have already recognized Barry's contribution to Buildings and Land Improvements, I also wanted to recognize those islanders who have volunteered their time and helped with Buildings and Land Improvements this year... If I forget anyone I am extremely sorry!

- **Libby Kaul** – Without whom the portfolio would fall apart. (more than just the portfolio)
- **Maureen Crooks** – Who somehow found time amongst her other duties to coordinate the fencing work on the lower reservoir.
- **Bob Crooks** – Who has toiled all year with the reservoirs including doing some rebuilding work on the platforms.
- **Cam Russell** – Always ready to help, is my eyes and ears in the compound and a regular at virtually every volunteer call out I have been to on Piers Island.
- **Road Committee** – Headed by Gerry Kristianson, thanks for diligently keeping Piers Island on the move.
- **Monday Morning Work Crew** – Hundreds of hours spent clearing brush around the island, including near our reservoirs, access roads and road allowance.