

WINTER 2023

CondoChronicle

NEWSLETTER OF THE CCI NEWFOUNDLAND AND LABRADOR CHAPTER

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Newfoundland and
Labrador Chapter

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2022-2023
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Hello to our CCI Members,

Welcome to the winter edition of our newsletter. Take the time to sit back and enjoy the informative articles included. If you have any suggestions for future articles or seminar topics, we would be happy to hear your ideas.

We are all happy that the COVID 19 restrictions have been lifted and we can get back to some in person sessions. We will also continue to offer virtual sessions and would like to hear your opinion of your preference on virtual or in person seminars. As many of you know we have this past year been offering you virtual seminars from Nova Scotia and Ontario and we hope you are enjoying the different perspectives being offered by other Chapters.

On behalf of our Board of Directors, we thank you for your continued support of CCI.

Yours sincerely,

Carol Burke, Chapter President

CCI-NL

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Bayview Condominiums - A Modern Living Space on the West Coast

By Holly Stone, President, Bayview Condominium Corporation



Old Humber Road, Corner Brook

The Bayview Condominium Corporation is one of Newfoundland and Labrador's first Phased-Development Condominiums created under Part IX of the Condominium Act. Bayview is a residential condominium comprised of 44 single family units developed over a number of years in four (4) separate phases. The corporation consists of three apartment style buildings located at 10 Old Humber Road (10 units), 11 Old Humber Road (6 units), and 12 Old Humber Road (16 units). In addition, there are six duplexes (12 Units) situated at a higher elevation on Bannisters Road (odd numbers at #27 to #53 – excluding numbers #47 and #49).

The Corporation was created in 2008 and registered the Declaration and By-Laws of the Bayview Condominium Corporation in the Condominium Registry (Portfolio 89). Construction started with The Bannisters Road Division in 2008, followed by 10 Old Humber Road in 2012, 11 Old Humber Road in 2013, and 12 Old Humber Road in 2014. Units range in size from 1 bedroom 621 ft² (57.7 m²) to spacious two-story 2,120 ft² (197 m²) units. The average unit size is ~1,000 ft² (93 m²).

All units have exclusive use balconies and off-street parking while the duplexes offer exclusive use front and back yards. A few of the duplexes include a garage.



Bayview Condo Duplex, with Garages, on Bannisters Road



Spectacular View overlooking the Bay of Islands and the Blow-me-Down Mountains

The Developer, Bayview Real Estate Ltd., had a vision to construct a Condominium Complex in an area known for its natural beauty, spectacular sunsets, a moderate climate and second to none seasonal outdoor activities. The Bayview Condominium Complex is situated on the northeast facing coastal slope, adjacent to the Corner Brook waterfront, with a breathtaking view of the Bay of Islands, and the well-known geological

phenomenon known as the Blow-Me-Down Mountains. **The “Blow Me Down Mountains” appeared on James Cook’s Chart of the West Coast of Newfoundland published in 1768 after his survey of 1767. They were so named because “WSW and SW winds blow here sometimes with great Violence...”** Where else can you live, sit on your balcony and watch a cruise ship appear as if it is docking in your front yard?



Cunard Ocean Liner 'Queen Mary 2' docked at the Cruise Terminal in July 2019

'Bayview' is fully self-managed - operated by a seven member volunteer Board of Directors elected from the members of the Corporation. The Corporation has 31 owners and 27 of the 44 units are Owner Occupied.

In 2016, the Bayview Condominium Corp. formed its first Board of Directors. A full Reserve Fund Study was completed in 2017 and in 2018, the governing documents were amended to better suit the Owners needs and enhance the enjoyment of their property. The by-laws permit the residents to own one pet. In 2020 the Corporation developed a large storage area where residents can rent a storage locker for a small annual fee as well as a large social room for meetings and gatherings. The Corporation contracts out lawn care and snow clearing reducing the burden on residents. The Owners of 'Bayview' are very proud of their Condo Corp. and work hard to ensure everyone enjoys a safe and quiet environment.

The vast majority of condominiums in the province are located on the northeast Avalon. Corner Brook is fairly new to condo living and with that comes many challenges. Some of the issues:

- There are relatively few professionals - Lawyers, Accountants, Property Managers, City Officials, Politicians and Residents, in Corner Brook, with condo purchasing, selling, managing or living experience.

- Many new Owners do not fully understand the difference between renting an apartment, residing in their own home or being a condo owner. Education is the key to alleviating the uncertainties and this is where CCI-NL can assist.
- A lack of Owner-Tenant communication can cause problems. All tenants must sign a Tenant Agreement and read and agree to comply with the Condominium Act, the Declaration, the By-Laws and other Rules during the term of their tenancy.
- What is covered by Condo operational funds and the Reserve Fund is often misunderstood.
- Understanding the concepts related to a Unit, the Common Elements and exclusive use Common Elements is often misunderstood.
- As with many corporations, the skyrocketing cost of Condominium Insurance is leading to ever increasing condo fees.

At Bayview, during the course of securing adequate insurance coverage at a reasonable cost, the Board is often reminded by Insurance Companies that in order to reduce the cost of insurance and to mitigate the chances of having to submit any insurance claim, the Corporation should have a Risk Management Policy in place that is documented and provided to all owners. In September, 2022, the Board of Directors developed a Guide for

Owners and Residents. This guide is to be used as a quick reference to common questions and concerns, and includes an annual checklist for Water Appliances and Conduits. Each unit was provided with a hard copy on Sept. 23rd, 2022.

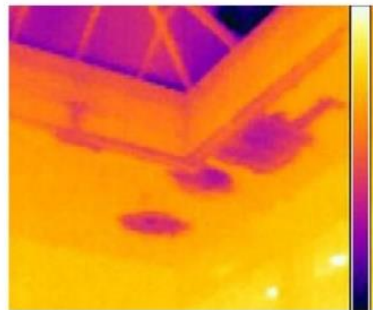
Over the last few years, more Condominium Corporations are being developed in the Corner Brook area and this has been a huge but rewarding, learning experience for many involved. Hopefully more professionals will become involved in the industry, leading to an increase in locally available resources.

I fully encourage all Owners and Potential Owners, to get to know and understand their Declaration, By-Laws and the NL Condo Act. Encourage your Condo Corporation to become a member of the CCI-NL. Bayview has been a member of the CCI-NL for a few

years now and have greatly benefited from being a member.

As an occupant and owner of the Bayview Condominium Corp. for seven years, I can honestly say I love my living environment! I own a home in a beautiful part of Corner Brook, live within a diverse community of residents over a range of ages and life experiences. As such I feel I am an investor in an amazing property development where our Declaration and By-Laws strive to respect the rights and privacy of all occupants.

The opinions expressed in this article are those of the author and do not necessarily represent or reflect the views of the CCI Newfoundland and Labrador Chapter. Readers are encouraged to seek the advice of professionals to address specific issues or individual situations. This article may not be reproduced, in whole or in part, without acknowledgment to the author.



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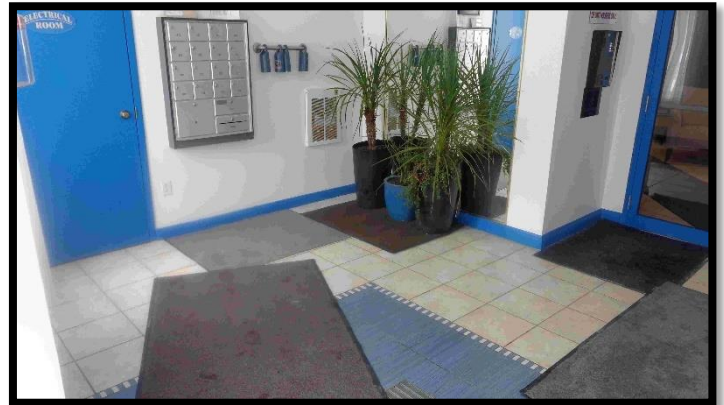


Experience of the Imperial Condominium Corp. With Persons Taking Up Residence in Our Entrance Foyer

By David Cumming



Imperial Condominium Corporation



Imperial Entrance Foyer

The Imperial Condominium Corp., located at 22 Flavin St. in St. John's, is a four story, 16 Unit apartment style condo situated in the downtown core of the City. An exterior photo of the property is provided above left. The entrance foyer, above right, is currently open to the public although the inner door is locked. There is a mail box for each Unit and an intercom security system in the foyer. In the winter, mats cover the floor to protect the tile flooring against salt damage.

The resident profile includes seniors, women living alone, working people and a few children. Only 5 of the 16 Units are occupied by Owners who live in the building. The remainder of the Units are currently either vacant, being renovated or are leased. The Board of Imperial currently consists of three Owners who lease their Units and thus do not live on site.

There are facilities in our neighbourhood available to provide overnight shelter for people who have no place to live however the number of people using these facilities has been increasing steadily and these facilities have become overwhelmed – especially when the winter temperatures drop well below zero. Thus recently individuals, normally young men, have been taking up residence in the foyer of our building. The response of the residents towards these individuals ranges from a feeling of empathy mixed with concern and trepidation.

The Owners and occupiers of the Units have a legal obligation to comply with the Condominium Act, the Regulations, the Declaration, the By-laws and the Rules. The individuals who have taken up residence in our foyer are not bound by these restrictions – their priority is to stay warm and survive.

Description of the building security system: Imperial is equipped with a programmable Radio Frequency Identification (RFID) proximity FOB keyless entry system to enter the building.

- each FOB has a specific code programmed in. If a FOB is lost or stolen, the FOB code can be removed from the system and the FOB becomes unusable.
- there is an 8 hour battery backup for the entrance system in the event of an electrical power failure.
- the system is maintained by BABB Security Systems with trained personal on 24 hour call in the event of an emergency.

A couple of recent examples of individuals in our foyer:

- residents have found a man sleeping on the floor of the foyer wrapped in one of our winter mats for warmth.
- one morning there was a large half eaten pizza and the foyer was littered with cigarette butts. An unwelcome increase in the cleaning burden for our contracted cleaning staff.

The response of the residents to people residing in our foyer ranged from compassion where these individuals are given food to fear where the Royal Newfoundland Constabulary (RNC) was called and the person is identified and action can be taken to have the person removed.

Women living alone in the building have, in particular, expressed safety concerns about this situation. The Board at the Imperial is of the opinion that they must consider the safety and well being of all our condo residents (especially the elderly and

vulnerable). The Board is also concerned about the potential negative impact on our Corporation's insurance premiums of having unauthorized people using our building as a haven. Part of the resident's fear comes from the general perception that the crime rate in St. John's is escalating. Are these concerns justified?

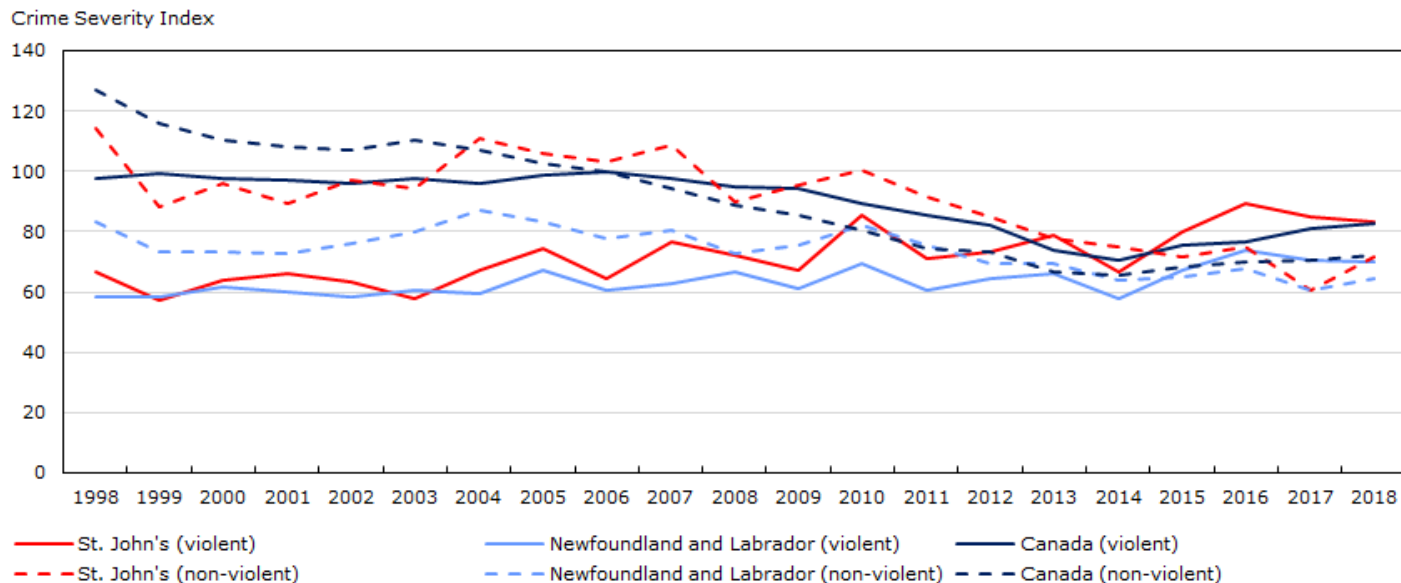
"... many Canadians seem convinced that crime is at least as high as ever, if not higher. Perhaps this is because the amount of media coverage of crime is unrelated to how much crime actually occurs – and because media coverage focuses on the worst crimes rather than the most common ones." Source: <https://johnhoward.ca/blog/crime-continues-to-decline-in-canada/>

Crime data for the year 2020, estimated based on Statistics Canada data, found that Total Crime, Violent Crime and Property Crime in St. John's/100,000 people was 25% less than for the province of Newfoundland & Labrador as a whole where:

Total Crime includes all violent and property crime. Violent Crimes include: homicide, murder, assault, robbery, kidnapping, extortion, harassment, threats and all other violent violations. Property Crimes include: breaking and entering, theft, motor vehicle theft, fraud, mischief and all other property crime violations. Crimes not reflected here includes: criminal code violations, traffic violations, federal statute violations and drug violations.

According to Statistics Canada, for the last several years from 1998 to 2018, the Crime Severity Index in St. John's has not been escalating but has been either more or less flat or declining:

Chart 1
Police-reported violent and non-violent Crime Severity Indexes, census metropolitan area of St. John's, Newfoundland and Labrador, and Canada, 1998 to 2018



Note: Crime Severity Indexes are based on *Criminal Code* incidents, including traffic offences, as well as other federal statute violations. The base index was set at 100 for 2006 for Canada. Data on the Crime Severity Indexes are available as of 1998. Populations are based on July 1 estimates from Statistics Canada, Centre for Demography.
Source: Statistics Canada, Canadian Centre for Justice and Community Safety Statistics, Uniform Crime Reporting Survey, Aggregate Database.

To alleviate the anxiety of Imperial residents, it became apparent that changes to the building security system were necessary to prevent people accessing the foyer. Although an upgrade to the security system was not included in our 2023 annual budget, Babb Security Systems is currently working to enhance our building security by requiring a FOB to open the outer doors of the foyer – timed to provide access during hours specified by the Board. The timing could be changed depending on the season – winter vs. summer for example. The necessary modifications will be implemented within a few weeks when the required parts are received. This is expected to be somewhat inconvenient for couriers, visitors, etc. however the safety and peace of mind of residents is the paramount consideration.

Imperial is not the only downtown St. John's condo dealing with this issue and other condos are also considering security enhancements. There have been recent initiatives announced looking to relieve

the pressure on the emergency shelter system including an expansion to the Gathering Place on Military Road in St. John's which will see 56 new supportive housing units in an old convent next to the Basilica cathedral. The province also has a request for proposals out for the addition of a new 30-bed shelter somewhere in St. John's:

"The requirements are to provide low-barrier emergency housing — a place where people can stay even if they are using drugs or alcohol, or experiencing a mental health crisis.

Low-barrier shelters are designed to serve the most vulnerable individuals, who may have a range of experiences and/or are living with poverty, mental illness, trauma, addictions or challenging behaviour and as a result may face significant barriers to housing," the request for proposals reads.

(Source:

<https://www.cbc.ca/news/canada/newfoundland-labrador/new-shelter-proposals-st-johns-1.6734358>):

It is hoped that these initiatives will alleviate the intense pressure due to the lack of available shelter space in the City.

For condominiums situated in the downtown, it is anticipated that the plan to increase emergency shelters combined with enhanced building security measures will address the issue of individuals taking up residence on their property.

The author acknowledges the current President of the Imperial Condominium Corp., Mr. Tom Power, for input to this article.

David Cumming is past President of the Imperial Condominium Corp. and serves on the Board of the CCI-NL Chapter as Secretary/Treasurer. The opinions expressed in this article are those of the author and do not necessarily represent or reflect the views of the CCI Newfoundland and Labrador Chapter. Readers are encouraged to seek the advice of professionals to address specific issues or individual situations. This article may not be reproduced, in whole or in part, without acknowledgment to the author.



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Condominium Corporation vs. Home Owners Association – What Are The Issues?

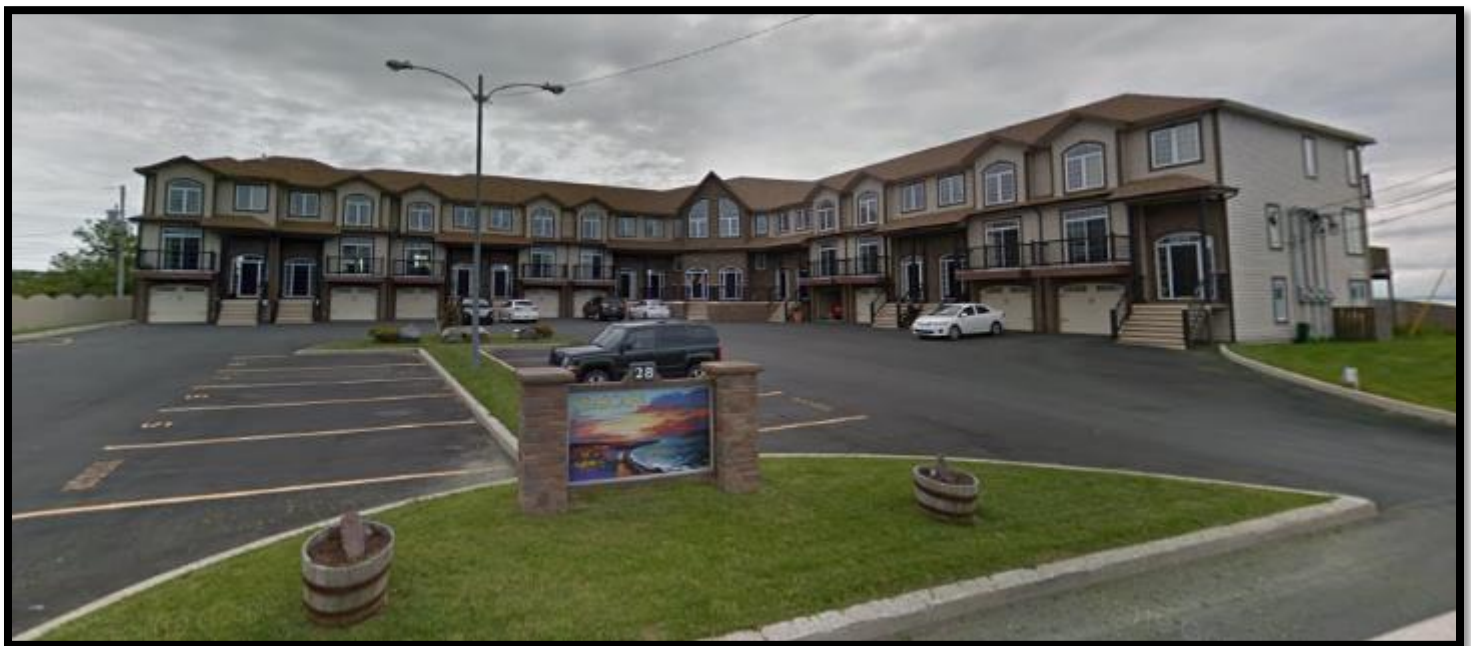
By David Cumming

This CCI-NL Newsletter article was prompted by a CBC News story related to a decision by the Owners of the Seascape Condominium Corporation to transition from a Condominium Corporation to a Home Owners Association (HOA).

Source:

<https://www.cbc.ca/news/canada/newfoundland-labrador/brookfield-estates-condo-insurance-president-no-option-1.6727287>.

Media Article: CBC News Posted: Jan 27, 2023



Seascape Condominium Corp., Conception Bay South

The Seascape Condominium Corporation was a 13 Unit condo (attached townhouses) located at 28 Lion's Cres., Conception Bay South (CBS).

The Owners of Seascape began reviewing their options after an appraiser completed a study that determined the CBS condo was not allocating nearly enough money to their Reserve Fund. To bring the Reserve Fund up to what was required in their Reserve Fund Study would entail a significant

increase in monthly condo fees. The Owners resolved to review their options and, after consulting with different lawyers and insurance companies, the Owners decided to explore whether transitioning from a condominium to an HOA was their optimum course of action.

After much internal debate and discussion, a Notice Of Withdrawal pursuant to Section 63 of the Condominium Act, 2009 was registered on January

5, 2022 with the Registrar of Condominiums and as of this date, Seascape ceased to be a condominium corporation. The decision to withdraw from the Condo Act required the consent of all (100%) of the Owners.

The process to convert the CBS property from a condominium to an HOA took a few months. It was important to all involved that great care be taken to put together an HOA Agreement governing the property that satisfied the goals and aspirations of all the property Owners. Once the HOA was established, however, it now meant that each individual unit Owner was now responsible for such things as their own repairs and insurance.

It was deemed important to the Owners to preserve the overall look of the exterior of the property. There could be no major changes to the exterior colour, fencing, the decks, or make any changes that block the view of Conception Bay etc. without the approval of the Board. Also since the townhouses are attached, it was agreed up front that any major renovation of the roof (or a section of the roof) of the property, for example, would be carried out by a single contractor with the contract costs being divided up among the participating Owners. Thus there were restrictions on the property that everyone, and any new Owner(s) buying a Unit, would have to fully understand and consent to. The primary advantage of the HOA strategy was a significant reduction in overall monthly costs to the Owners. The insurance premium was cut in half for example.

There are many similarities between a condominium and an HOA.

- both have a Board of Directors – the Seascape HOA currently has 4 Owners serving on the Board,

- both have the equivalent of designated common elements described in the HOA Agreement that all the Owners share responsibility for such as the parking lot, landscaping, the two fences as well as a shed on the property used for storing items required for the maintenance of the property,
- both have monthly fees that cover such things as snow clearing and ice control, maintenance of the parking lot (painting lines & numbers etc.), landscaping, garbage/recycling collection etc..

The Board has the authority to establish an annual budget and holds regular meetings to enforce the standard rules and regulations outlined in the HOA Agreement, authorizes expenditures, collects levies, resolves disputes, and makes decisions related to overseeing the maintenance of the common property.

There are also major differences between a condominium and an HOA. A overall focus of the Condo Act is consumer protection. Thus there are Sections of the Act clearly designed to protect the interests of the Owners that are generally not included in an HOA Agreement such as:

- issuing a detailed Estoppel Certificate prepared at the request of an Owner (Condo Act, Sect. 42)
- having the ability to rescind an agreement of purchase and sale (Condo Act, Sect. 43)
- enhanced transparency (for corporations with 10 or more Units) – the requirement for the appointment of an auditor licensed as a public accountant under the *Chartered Professional Accountants and Public Accounts Act* - retained to prepare an annual

audited financial statement (Condo Act, Sect. 38),

- the requirement for a Reserve Fund/Reserve Fund Study for major repair and replacement costs of property designated as the Common Elements and assets of the Corporation (Condo Act, Sect. 49).

HOAs are new to NL and so far the Seascope owners appear satisfied with their new living arrangement. CCI-NL will be monitoring the Seascope strategy over the following months/years as there is certainly community interest in this initiative.

Ref.: Background on Home Owners Associations:

<https://canadawestmortgage.ca/what-are-home-owners-associations-hoas/>

The author acknowledges the past President of the Seascope Condominium Corp., Mr. Neil Quigley, for input to this article.

David Cumming serves on the Board of the CCI-NL Chapter as Secretary/Treasurer. The opinions expressed in this article are those of the author and do not necessarily represent or reflect the views of the CCI Newfoundland and Labrador Chapter. Readers are encouraged to seek the advice of professionals to address specific issues or individual situations. This article may not be reproduced, in whole or in part, without acknowledgement to the author.

Electric Vehicles (EVs) – an Update

By David Cumming, CCI NL

An extensive article on Electric Vehicles (EVs) was published in the Summer 2021 CCI-NL Condo Chronicles Newsletter that includes the following and is available on the CCI-NL web site at <https://cci-newfoundland.ca/sites/default/uploads/files/CCI-NL-Chapter-Summer2021.pdf#page=11>:

- the advantages of electric vehicles over vehicles powered by internal combustion engines,
- the Federal and Provincial tax incentives available at that time,

- a detailed description of the 3 levels of EV charging stations,
- as well as the challenges related to accommodating an EV in a condominium environment.

The overall message of the 2021 article was that the time to start planning for EVs is **NOW!**

The environment for electric vehicles in Canada and our province is changing rapidly and therefore this current article was written to keep CCI-NL Members up to date on the latest EV developments.



Updated information from the Government of Canada:

Main Points from a Dec 21, 2022 News Release from Environment and Climate Change Canada:

The Government of Canada has published proposed regulations that set zero-emission vehicles (ZEV) sales targets for manufacturers and importers of new passenger cars, SUVs, and pickup trucks. The regulations will require that at least 20 percent of new vehicles sold in Canada will be zero emission by 2026, at least 60 percent by 2030, and 100 percent by 2035. These targets will help increase supply so

that more Canadians who want a ZEV can buy one.

In addition to making sure there are more ZEVs to buy, the Government also announced the following investments to make buying and charging an electric vehicle (EV) easier for Canadians:

- Invested in 50,000 more EV charging stations across the country, for almost 85,000 federally-funded chargers across Canada by 2027. This is in addition to charging stations supported by provincial governments and the private sector.
- Renewed the program that provides Canadians up to \$5,000, and businesses up

to \$10,000, toward the cost of buying or leasing a ZEV. Over 180,000 individuals and businesses have taken advantage of this program to date.

- Making historic investments in EV manufacturing in Canada, which will mean made-in-Canada ZEVs by Canadian auto workers and for Canadian drivers to buy.

News Release Dated Dec. 21, 2022:

<https://www.canada.ca/en/environment-climate-change/news/2022/12/let-it-roll-government-of-canada-moves-to-increase-the-supply-of-electric-vehicles-for-canadians.html>

Updated information from the Government of Newfoundland and Labrador:

NL EV Rebate Program: now you can save \$2,500 on the purchase or lease of a 100% all-electric vehicle and \$1,500 for a plug-in hybrid. That means you can save up to \$7,500 when you combine our rebate with current federal incentives (\$5,000) for the purchase of a new EV.

Starting April 1, 2022 rebates, an initiative of the Government of Newfoundland and Labrador and administered by NL Hydro, are available to eligible individuals, businesses, not-for-profit organizations or municipalities in NL for:

- The purchase or lease (minimum 48 months) of a new 100% all-electric vehicle or plug-in hybrid.
- The purchase of a pre-owned 100% all-electric vehicle or plug-in hybrid.

Rebates will be issued to qualified participants for eligible all-electric EVs and plug-in hybrids purchased on or after April 1, 2022. Electric motorcycles and bikes are not eligible. Completed applications will be accepted from April 1, 2022 to March 15, 2023. Rebates are available on a first-come, first-serve basis or until program funding is depleted.

For vehicles being purchased between March 15 - 31, 2023, please reach out to EVRebate@nlh.nl.ca,

preferably before March 15, 2023 and no later than March 31, 2023. If you contact us prior to March 31, 2023, a rebate may be able to be held for you. If you wait until after March 31, 2023, you will not be eligible for a rebate as the 2022-2023 government fiscal budget will be closed.

Further information on rebates qualification, how to apply for a rebate, eligible electric vehicles/models etc. can be found at: <https://nlhydro.com/electric-vehicles/ev-rebate/>

Issue: Are there going to be enough EV charging stations available in NL??

There is a concern that if the province is flooded with EVs, there will not be enough charging stations to accommodate them and this will result in frustrated consumers. The number of charging stations is expanding but the question is, is it expanding fast enough? The information below gives you some idea of the current NL EV charging station situation:

EV Charging Stations in St. John's:

The City of St. John's has installed Level 2 Electric Vehicle (EV) Charging Stations for public use at these locations:

- Farmers Market, 245 Freshwater Road
- Paul Reynolds Community Centre, 35 Carrick Drive
- Southlands Community Centre, 40 Teakwood Drive
- Downtown, 172 Duckworth Street

Additionally, Level 2 EV Chargers will be installed at Churchill Square (Rowan Street), Metrobus, City Hall, on Duckworth Street and at the new H.G.R. Mews Community Centre (once construction is complete).

The city of St. John's has 67 public charging station port(s) (Level 2 and Level 3) within 15 km. 98% of the ports are level 2 charging ports and 71% of the ports offer free charges for your electric car. For

additional information on St. John's EV Charging including how to use the EV Chargers, applicable fees, enforcement, types of chargers etc., visit: <https://www.stjohns.ca/en/streets-parking/public-ev-charging-stations.aspx>

Other helpful EV charger web sites:

- From NLHYDRO & Newfoundland Power: <https://takechargenl.ca/evs/ev-101/charger-station-finder/>
- To find an EV Charging Station in NL, interrogate the following web site for EV charging sites and to determine whether the charger is available. Chargers are listed across the island as well as the first few chargers available in Labrador. EV Charging Stations in NL: <https://chargehub.com/en/Charging-Stations-Map.html>

Issue: Should the tax payer be paying to install and expand the EV charging infrastructure?

Newfoundland Power and Newfoundland and Labrador Hydro recently applied to the Public Utilities Board (PUB) to start billing ratepayers for the equipment needed to set up and service new electric vehicle chargers across the province.

According to Hydro, the cost of building the first phase of the province's charging network was shared between the utility, and the provincial and federal governments. As well, for many EV drivers, the majority of their charging can be done at home.

There is opposition to public money being used to pay for installation of the charging station network from some consumers as well as the province's consumer advocate Dennis Browne.

Source.: *CBC News · Posted: Feb 05, 2023*
<https://www.cbc.ca/news/canada/newfoundland-labrador/who-pays-nl-ev-chargers-1.6737458>

Issue: Does NL have enough power to support a large increase in EVs?

Response from NL Power: Yes. As part of our responsibility to manage the province's electricity system, Hydro monitors the electrical system 24/7, ensuring reliable service for all customers. Once the Muskrat Falls project is commissioned, Hydro will have access to a surplus of clean, renewable energy to meet the expected increase in electricity consumption from EVs. Increasing the number of EVs in the province will help to reduce greenhouse gas emissions and provide rate mitigation benefits for all electricity customers.

Source: <https://nlhydro.com/electric-vehicles/faqs/#1649441457593-3b9ac15b-5ce8>

Note that thus far, the Labrador Island Link (LIL) has not been successfully tested due to failures of the operating software and the transmission lines. Until Muskrat Falls can successfully deliver full power to the island, power for EVs will depend on burning expensive oil at Holyrood (which defeats the goal of promoting green EVs) and a number of hydro plants on the island of Newfoundland.

- *CBC News · Posted: Feb 03, 2023*
<https://www.cbc.ca/news/canada/newfoundland-labrador/newfoundland-power-concerns-muskrat-falls-transmission-1.6734889>
- *Newfoundland Thermal Generation (Holyrood) -*
<https://nlhydro.com/operations/thermal-generation/>
- *Newfoundland Hydro Generation -*
<https://nlhydro.com/operations/hydro-generation/>

Issue: Is an Electric Vehicle too expensive for most people?

Prices of EVs currently available for purchase in Canada can range from \$39,498 to \$189,000, [according to the Canadian Automobile Association.](#)

Mark Stewart, chief operating officer for Stellantis North America, told CBC "the technology is expensive." He said that on average, an electric vehicle is 40 to 45 per cent more expensive than a classic internal combustion engine power train.

Edgar Faler, a senior industry analyst with the Centre for Automotive Research based in Ann Arbor, Mich., said the industry will need to find a solution to the affordability problem, especially when it comes to electric vehicles. "They have to become affordable," he said. "The average consumer can't afford these vehicles, that they're often secondary vehicles in many households and luxury purchases. That will need to change if we're going to hit these aggressive targets of 100 per cent battery electric vehicles by 2035."

The federal and provincial government hope that rebates can help bridge some of the gaps.

Source: Posted: Jan 31, 2023

<https://www.cbc.ca/news/canada/windsor/government-wants-you-to-own-an-electric-vehicle-1.6727061>

Issue: Supply Chain Issues Impeding the Availability of Electric Vehicles

Supply chain issues are hitting EVs especially hard – especially regarding semiconductors. EVs require more chips than regular vehicles, resulting in extended wait times for consumers anxious to appropriate an EV.

On the other side, the relatively slow expansion of the public EV charger network means that the available chargers may perhaps more closely align with the available EVs.

Issue: Can an Electric Vehicle Handle an NL Winter?

Estimates vary, but according to a study from the American Automobile Assoc.(AAA), EVs can lose about 40% of their range when the temperature drops from 24 deg. C to -7 deg. C. The range dip is attributed to a couple of things, such as natural battery capacity loss in colder temperatures as well as the increased energy needed for heating the vehicle cabin. Using other passenger comfort features, such as the heated seats and heated

steering wheel, also requires energy and cuts into a car's range.

To mitigate the effects of the cold on the battery, it is recommended that the vehicle be started while it's still plugged in to allow the battery to warm up. This helps get the battery to a temperature where it can work more efficiently using the grid's power instead of the car's.

Dec 13, 2022: Source:

<https://www.cars.com/articles/how-well-do-electric-cars-work-in-cold-weather-459914/>

CCI-NL Members - progress regarding moving to EV's in their condos.

The CCI-NL Membership was solicited for this article regarding whether any Member condo corp. have installed EV chargers on their property. There are members that are currently in the research and planning stage with respect to implementing EV chargers but no one responded that they had installed an EV charger on their property.

After reviewing a number of sources on this subject, a common general strategy emerges regarding installing EV chargers in a multi-unit residential building (MURB):

- 1) Condo Board arranges a General Meeting to gauge the EV interest of the residents and solicit approval to investigate the EV implementation issues. Clearly outline the available Federal and Provincial government support including rebates to the meeting participants. Review the proposed EV implementation strategies for different condo environments outlined in the Section 'Accommodating an EV in a Condominium Environment' in the Summer 2021 CCI-NL Newsletter.
- 2) Schedule site visit to your property by a local EV charging provider to determine the electrical availability for EV charging and service options. In older buildings, a major upgrade of the electrical system may be

required prior to installing EV chargers that would increase the load on the condo corporation's power system.

NOTE: The electric vehicle (EV) chargers in the NL Hydro network are made by ChargePoint. ChargePoint is the largest and most open electric vehicle (EV) charging network in the world, with more than 20,000 charging locations. Visit:

<https://en.wikipedia.org/wiki/ChargePoint> for background information on ChargePoint.

3) After the Condo Board completes their investigation of the EV issues, another General Meeting is arranged to convey to the condo owners what the different options/issues are that includes rough costing/time frame. The Owners review the options and vote on the preferred EV strategy to be implemented. These options include:

- Chargers installed in Visitor parking spaces for everyone to use,
- Future-proof by roughing-in 100% of all the corporations parking spaces in one Fiscal Year or phase in the EV installation over a number of Fiscal Years to spread out the costs,
- Assigning one designated parking space with a charger at a time (first-come, first-served),
- Use load-sharing technology (smart charger vs. smart panel vs. dynamic) to install more stations with the same amount of power in the electrical infrastructure. *Smart charging allows charging point owners and grid operators to manage their charging points remotely and, through this, to optimize energy consumption and costs.*

For instance, setting the charging to start at night when energy rates are lower.

- Smart (networked) vs. dumb chargers? (Smart require Wi-Fi or cellular phone reception). *Smart EV charger vs a dumb EV charger: A "dumb" charging station just charges the car, period. And for some Owners, that's all they care about. A smart charging station has the ability to connect to Wi-Fi or a smart phone and allow the Owner to monitor their charging, check the power being delivered, review statistics from past charging sessions etc.*

- 4) Solicit costs for the selected options from EV charger suppliers/installers.
- 5) Condo Board approves the budget/time frame for the selected EV charging supplier/installer to provide the work.
- 6) Proceed with the installation of the EV chargers.

The key in preparing to accommodate EVs on your condo property is doing the necessary research, enhancing communication between the Board and Owners, and advanced strategic planning and preparation. EV's are coming! Will your condo be ready?

David Cumming serves on the Board of the CCI-NL Chapter as Secretary/Treasurer. The opinions expressed in this article are those of the author and do not necessarily represent or reflect the views of the CCI Newfoundland and Labrador Chapter. Readers are encouraged to seek the advice of professionals to address specific issues or individual situations. This article may not be reproduced, in whole or in part, without acknowledgement to the author.



MEMBERSHIP APPLICATION

CONDOMINIUM CORPORATION

ccinewfoundland@cci.ca • www.cci.ca/Newfoundland

Membership through June 30, 2023

How/from whom did you hear about CCI?: _____

CONDOMINIUM CORPORATION

Condo Name/Number: _____

Number of Units: _____ Registration Date: _____

Development Style: Townhouse Apartment Style Other: _____

Address: _____ Suite #: _____

City: _____ Province: _____ Postal Code: _____

Phone: _____ Fax: _____

Email: _____

I agree to receive electronic correspondence. I DO NOT wish to receive electronic correspondence.

Signature: _____ Date: _____

MANAGEMENT COMPANY (if applicable)

Primary Contact: _____

Address: _____ Suite #: _____

City: _____ Province: _____ Postal Code: _____

Phone: _____ Fax: _____

Email: _____

I agree to receive electronic correspondence. I DO NOT wish to receive electronic correspondence.

Signature: _____ Date: _____

Please forward all correspondence to: Management Company address Condo Corporation address

Electronic Correspondence:
This section must be completed in order for the membership application to be processed.
CCI communicates with its membership via e-mail regarding updates on condominium legislation, CCI events and opportunities, newsletters, and member communications; in accordance with the Canada anti-spam law, you must indicate whether you wish to receive electronic correspondence from us.

BOARD MEMBERS

Board Member 1 Name: _____

Board Member 1 Email: _____

I agree to receive electronic correspondence. I DO NOT wish to receive electronic correspondence.

Signature: _____ Date: _____

Board Member 2 Name: _____

Board Member 2 Email: _____

I agree to receive electronic correspondence. I DO NOT wish to receive electronic correspondence.

Signature: _____ Date: _____

Board Member 3 Name: _____

Board Member 3 Email: _____

I agree to receive electronic correspondence. I DO NOT wish to receive electronic correspondence.

Signature: _____ Date: _____

FEES & PAYMENT

Fees: 1-10 Units - \$100.00
10+ Units - \$125.00

Cheques should be made payable to:
Canadian Condominium Institute - Newfoundland and Labrador Chapter
P.O. Box 23060 Churchill Square, St. John's NL A1B 4J9



MEMBERSHIP APPLICATION

INDIVIDUAL / PROFESSIONAL / BUSINESS PARTNER

ccinewfoundland@cci.ca • www.cci.ca/Newfoundland

Membership through June 30, 2023

How/from whom did you hear about CCI?: _____

MEMBERSHIP TYPE	Annual Fee	Fee Owning
Individual Membership <input type="checkbox"/>	\$75.00	\$
Professional Membership <input type="checkbox"/>	\$125.00	\$
Business Partner Membership <input type="checkbox"/>	\$125.00	\$

CONTACT INFORMATION

Name: _____

Company Name (if Professional or Business Partner): _____

Address: _____ Suite #: _____

City: _____ Province: _____ Postal Code: _____

Phone: _____ Fax: _____

Email: _____

Business Website: _____

This section must be completed in order for the membership application to be processed.

CCI communicates with its membership via e-mail regarding updates on condominium legislation, CCI events and opportunities, newsletters, and member communications; in accordance with the Canada anti-spam law, you must indicate whether you wish to receive electronic correspondence from us.

I agree to receive electronic correspondence.

I DO NOT wish to receive electronic correspondence.

Signature: _____ Date: _____

METHOD OF PAYMENT:

Cheques should be made payable to:
Canadian Condominium Institute - Newfoundland and Labrador Chapter
P.O. Box 23060 Churchill Square, St. John's NL A1B 4J9