

Background

- EVs are coming
- Looking at this for a couple of years
- Electrical survey in anticipation – consult with NSPI and retain an electrical engineer to assess.
- Two electric supply systems – building and domestic
- We have excess capacity in the building system – old ramp heater
- We can install about 30 chargers – more if they are not all on simultaneously.

Last year

- There was a grant program last year and we obtained quotes from an electrical contractor in preparation for submitting.
- Ultimately, Board decided not to submit – but Garden Crest did. Told they did not meet criteria, but no explanation

What we propose

- Might have a few pay-as-you-go stations
 - But we have no extra spaces; soon would have contention
 - Better to have personal chargers at parking space, as you could at home.

- System for 20 units
 - Panel in electrical room wired to charging units at individual parking spaces
 - Electric supply from the building service
 - Electric usage metered and billed back to the individual owners

Quote from Newman Electric: \$185,725 (tax in) + \$5,000 “Admin fee” to Clean Nova Scotia Foundation

So if we get the maximum grant – 50% up to \$100,000 - the net cost per participant will be about \$5,000.

- Electric considerations – the Building service is on a demand meter, but we **may** be able to connect a second service that would not be on a demand meter – and energy-only rate – and this would save us a lot of money.
 - If not available, we are also looking at an electrical demand management system

The New Program: ZEVIP (Zero-Emission Vehicle Infrastructure Program) of NR Can (Natural Resources Canada) grant to Clean Nova Scotia Foundation + Provincial money

- **We are eligible applicant**
 - Must be incorporated - Condo Boards are explicitly approved
 - **BUT** competing applicants can be electric utilities, companies, indigenous and community groups, academic institutions – or hospitals and airports!
- **We are an eligible location BUT** others are public places (hospital or airport), on-street, workplaces, light vehicle fleets
 - MURB applicants are “free to determine whether the stations that are installed are for dedicated use of specific residents or whether they are available for all residents in the building”.

But Applications will be assessed – public benefit will not weigh too heavily, but it will be low percentage shot.....

Some legal issues to be worked out:

1. The applicant must be the sole owner of the equipment. We will have to make them exclusive use common elements,
2. Owner approval may be needed to create these new common elements and make them exclusive for those who participate.
3. Security of tenure in parking spaces.
4. Possibility of sale of parking space with charger.

Process:

1. Questions by next Friday – answers the following week.
2. Need two estimates – we have one now. Not sure if that means two estimates from two contractors or one contractor providing estimates for two systems.
3. Application by March 18.
4. Decisions in April
5. Contract
6. Project must be complete by October (formerly July)
7. Payment only after all work complete and paid for and proper claim is submitted to Clean Foundation.

Therefore we have to fund the whole project up front and get grant later.

Would like to go forward – continue discussion with those who are seriously interested

Hope for 20 people who are prepared to put their money down. If we do not have 20, consider the Corporation (contingency fund) buying one or two units for later resale.