MAKE YOUR CONDO EV READY

2025 Guide for Condo Owners, Boards and Managers

PLUG 'N DRIVE

CLEAN ENERGY CANADA

November 2025

MAKE YOUR CONDO
EV READY

2025 Guide for Condo Owners, Boards and Managers

PLUG 'N DRIVE

CLEAN ENERGY CANADA

CONTENTS

This publication was made possible through the generous support of Scotiabank.

Scotiabank®

EXECUTIVE SUMMARY

This guide helps condo owners and residents, condo and strata boards or councils, building management teams, and developers plan and deliver electric vehicle (EV) charging in multi-unit residential buildings (MURBs).

It details the legal requirements, best practices, available government and non-governmental resources, and a step-by-step implementation process (with separate, province-specific processes for British Columbia, Ontario, and Québec).

For building decision-makers, providing EV charging is both a practical amenity and a strategic investment to future-proof for rising market demand. Yet these buildings face distinct challenges when it comes to installations, including shared ownership structures, retrofit complexity in older buildings, and formal approval processes.

This guide walks building decision-makers through the exploration, planning, and execution stages of installing EV chargers while considering those MURB-specific challenges and opportunities, including the role of EV energy management systems (EVEMS) in potentially reducing both upfront capital and ongoing operational costs.

Equipped with the practical advice this guide offers, building residents, boards, councils, and developers can make their buildings EV-ready with confidence.

As EV adoption rises—and with home charging typically two to eight times cheaper than public charging—the need for reliable, at-home charging in MURBs, where roughly one-third of Canadians live, is clear.

1

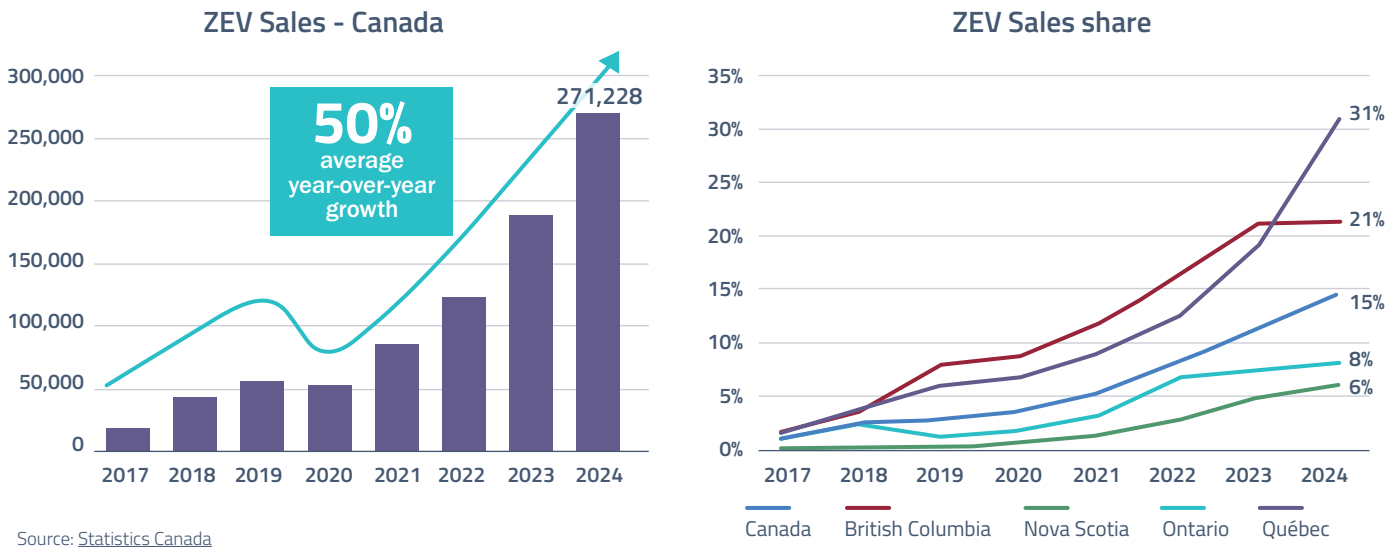
ELECTRIC VEHICLES

Introduction

Electric vehicle (EV) sales have soared in Canada over the past decade, averaging **a 50% increase in sales every year since 2020**. In 2024, over 270,000 zero emission vehicles (ZEVs) were sold in Canada, 15% of all vehicles sold that year.

Source: Statistics Canada

Figure 1: ZEV sales in Canada (2017-2024)



Source: Statistics Canada

Compared to fossil-fuel-powered internal combustion engine (ICE) vehicles, this increase in EV uptake is a result of several factors:

Affordability: When considering the full cost of ownership, the average Canadian EV driver can save $3,000 per year due to fuel and maintenance cost savings.

Availability: The availability of more affordable EV models have also greatly increased over the past decade, with over 110 EV models available in Canada as of 2025.

Environmental benefits: Even including battery production, EVs driven in Canada can reduce lifetime emissions by up to 77% compared to an ICE vehicle.

Performance: EVs offer quick acceleration, a quiet driving experience, and reduced maintenance from fewer moving parts (like never requiring an oil change).

Air quality and related health benefits: Traffic-related air pollution is estimated to contribute to 1,200 premature deaths annually in Canada, with total health impacts causing $9.5 billion in socioeconomic costs each year. With 4 in 10 Canadians living within 250 metres of a high-traffic roadway, the switch to non-emitting EVs reduces people's exposure to air pollution and related hospitalizations.

Electrical grid stability: When equipped with smart charging or energy management systems, EV charging can be timed to off-peak hours, helping balance electricity demand, improve grid efficiency, and reduce the need for costly upgrades.

A key consideration for people interested in purchasing an EV is access to at-home charging, since drivers save the most time and money when they can charge conveniently at home—paying residential electricity rates rather than those at public chargers. But home charging is much easier to install in detached homes, which are not subject to the same challenges common in MURBs, such as shared ownership of parking stalls and surrounding infrastructure, or the greater scale and complexity of building modifications and utility upgrades that may be required to accommodate one or more chargers. One recent Canadian survey found that, currently, 19% of EV drivers live in multi-unit residential buildings (MURBs), defined as buildings with a common entrance but multiple separate units, also known as apartment, condo, and strata buildings. This is below the proportion of Canadian households living in MURBs, which is approximately 34% (and growing).

For this residential group, building retrofits can be a key barrier to EV adoption due to their high cost and need for strata or condo corporation approval, even where right-to-charge legislation exists. **This especially affects younger Canadians,** who are both more interested in purchasing an EV (**71% of those under the age of 30 are inclined to go electric**, according to a recent Clean Energy Canada survey of Metro Vancouver and Greater Toronto and Hamilton Area residents) and more likely to live in a MURB compared to other demographic groups. **Importantly, though, EV interest is still high across age groups, with the same survey finding nearly six in 10 residents inclined to choose an EV over a gas car for their next vehicle. Those that follow their intent will eventually seek at-home EV charging.**

As such, the following chapters offer guidance for MURB stakeholders to navigate the EV charging installation process:

1. The remainder of **Chapter 1** provides an overview of EVs, including resources on what models and government incentives are currently available in Canada.

2. **Chapter 2** describes EV charging and the components of home charging infrastructure to help you determine what level of infrastructure your EV charging installation may need.

3. **Chapter 3** describes any government programs and policies that may affect the process or content of charging infrastructure proposals, such as right-to-charge requirements or retrofit programs.

4. **Chapter 4** is a step-by-step guide for condo owners developing their charging infrastructure proposals, as well as guidance for building managers and condo and strata corporations on how to respond. This chapter also provides detailed subsections for MURBS in B.C. and Québec that must follow prescribed provincial requirements.

GUIDE TERMINOLOGY

There are many terms used across Canada to describe the different stakeholders in a MURB. These are the selection used in this guide:

Condo
An individually-owned residential unit in a building comprised of other residential units, also known as an apartment. A condo also implies an ownership and governance structure where units can be purchased by individuals and managed by a condo or strata corporation, whereas apartments may only refer to units owned by a corporate entity available to rent. The term condo is common across Canada, while the term "strata lot" can also be used in B.C. but focuses primarily on ownership structure, and can include duplexes, townhouses and other properties with shared governance.

Condo owner
The individual(s) that own the residential unit in question. Condo owners have the authority to vote in condo board meetings to approve or reject EV charging applications.

Condo resident
The individual(s) that live in the residential unit in question. They may or may not also be the owner of the unit.

Multi-unit residential buildings (MURBs)
Buildings with a common entrance but multiple separate residential units, which can include apartment, condo, and strata buildings, or townhouses.

Condo corporation or strata corporation
A legal entity representing a MURB, comprised of the owners of the residential units within the building and responsible for managing and maintaining the common property and assets of the building. They hold the authority to approve or reject any EV charging proposals.

Condo board or strata board
The group of people selected by the condo or strata corporation to represent the co-owners and perform the obligations of the condo or strata corporation, also known as a strata council. They report to the condo or strata corporation.

Building management team
The staff hired by the condo or strata board to handle day-to-day building operations such as property managers, front desk managers, security, and maintenance workers. They report to the condo or strata board.

Types of Electric Vehicles

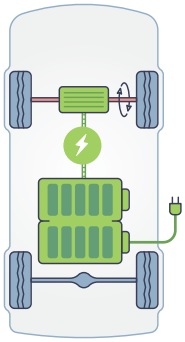
There are two main types of EVs Canadians drive, and residential charging needs will vary according to the number of users in the building driving each type. In addition, the model and model year of the EVs can also impact charging needs (older EVs tend to have smaller batteries, which could mean more frequent charger use compared to newer vehicles).

1. **Battery Electric Vehicles (BEVs)** contain a large battery and are powered 100% by electricity. They typically offer between 250 and 500 kilometres (km) of driving range (distance travelled before needing to be re-charged) and do not produce any tailpipe emissions when driven.

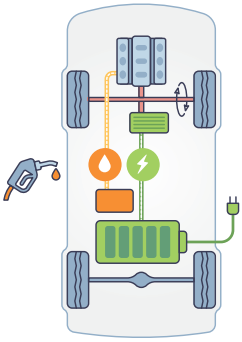
2. **Plug-in Hybrid Electric Vehicles (PHEVs)**, in comparison, contain both a small externally-chargeable battery and a conventional gas- or diesel-powered engine, which turns on only after the battery charge runs out (usually 30 to 70 km later with a full initial charge). They are not to be confused with conventional hybrids, which have even smaller batteries, and unlike PHEVs, cannot provide dedicated all-electric (zero-emission) driving for a long distance.

Both BEVs and PHEVs are considered zero-emission vehicles (ZEVs) for the purposes of this guide and for most federal programs.

BEV
Battery Electric Vehicles



PHEV
Plug-in Hybrid Electric Vehicles



Plug'n Drive Resources

To learn more about the over 110 EV models available in Canada, including their purchase price, range, and incentive eligibility, Plug'n Drive offers an up-to-date database on their website. Plug'n Drive also offers test drives across Canada at their Mobile Electric Vehicle Education Trailer (MEET) events, roadshows and at their EV Discovery Centre in Toronto.

- **EV Models Available in Canada**
  www.plugndrive.ca/electric-cars-available-in-canada
- **EV Test Drives**
  www.plugndrive.ca/book-a-test-drive
- **EV Discovery Centre**
  www.plugndrive.ca/electric-vehicle-discovery-centre
- **EV Incentives**
  www.plugndrive.ca/electric-vehicle-benefits

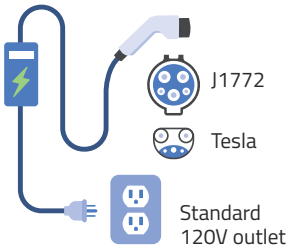
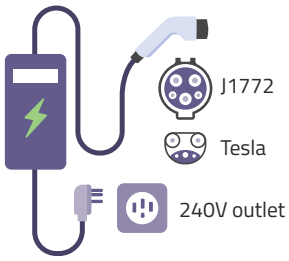
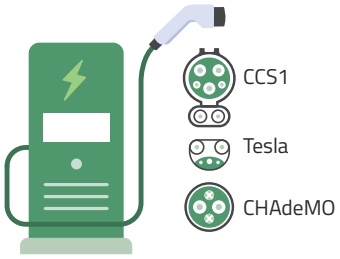
2

EV CHARGING

What level of charging do you need?

There are three 'levels' of EV charging, based on power output and consequent charging speed. Level 1 charging, also known as "trickle-charging", happens through a standard outlet (the same as those used for cellphones and household appliances) and is the slowest, while a Level 3 Direct Current (DC) fast charger is the fastest, capable of charging an EV from 10% to 80% within 18 to 60 minutes. **For residential EV chargers, they are in-between—Level 2—is typically preferred** to meet a wide range of use-cases without the greater installation costs of higher-powered chargers, although even Level 1 charging can be sufficient to meet many households' needs due to the many hours most cars spend parked.

Table 1: EV Charging Levels

CHARGER TYPE	LEVEL 1	LEVEL 2	LEVEL 3
			
Approximate charging time from 10% to 100%	8–50+ hours	4–10 hours	18–60 minutes
Range added per hour	3–8 kilometres	16–50 kilometres	Up to max vehicle driving range
Installation requirements	Standard 120V household outlet	240V outlet, similar to a clothes dryer or stove	DC outlet (requires commercial grade connections)
Application	Residential use, for driving less than 50km a day	Residential or public use, for drivers with greater daily driving needs	Public use, to re-charge en route on longer journeys

Source: Natural Resources Canada

Level 1 (1.3-2.4 kW): Regular wall socket

Offering 3–8 km of driving range per hour charged, Level 1 (L1) is the easiest type of home charging to install because nothing more is typically needed besides providing access to a regular 120-volt outlet (most EVs currently come with a suitable cable*, though this could change in the future). While less versatile than Level 2 charging, this option is particularly suitable for situations where the cost to upgrade to Level 2 may be too great and the investment too short lived, such as for older buildings with a limited lifetime or with construction plans in the near future that could disrupt existing charging infrastructure. On a practical level, L1 charging as residents' main EV charging option may already be sufficient for many drivers, with one study conducted in Calgary suggesting such for 80% of drivers.

*Most EVs today come with a cord-set that plugs into a regular wall socket for L1 charging. Be careful though: users should never use an inappropriate extension cord (it should meet a minimum thickness and other design requirements) nor should they plug into a wall socket not suitable for long-term EV charging. **Doing so creates a fire risk, so be sure to consult an electrician before offering an existing outlet for L1 charging.**

Level 2 (3.3-19.2 kW): 240 V outlet

Best all-around choice for most MURBS

Offering 16–50 km of driving range per hour charged, or a full charge in 4–10 hours for a BEV, Level 2 (L2) charging is the most common level of charging. L2 charging stations require a 240 V outlet, similar electrical requirements to a stove or clothes dryer, and are typically mounted on a wall adjacent to the parking spot. These chargers can either use a plug or be hardwired. Also known as "destination chargers," they are typically also found at commercial and public stops intended to meet the needs of short-medium duration trips (like top-up charges), such as next to curbside parking and at educational institutions, workplaces, and shopping areas.

Level 3 (25 - 400+ kW): Direct Current Fast Charger

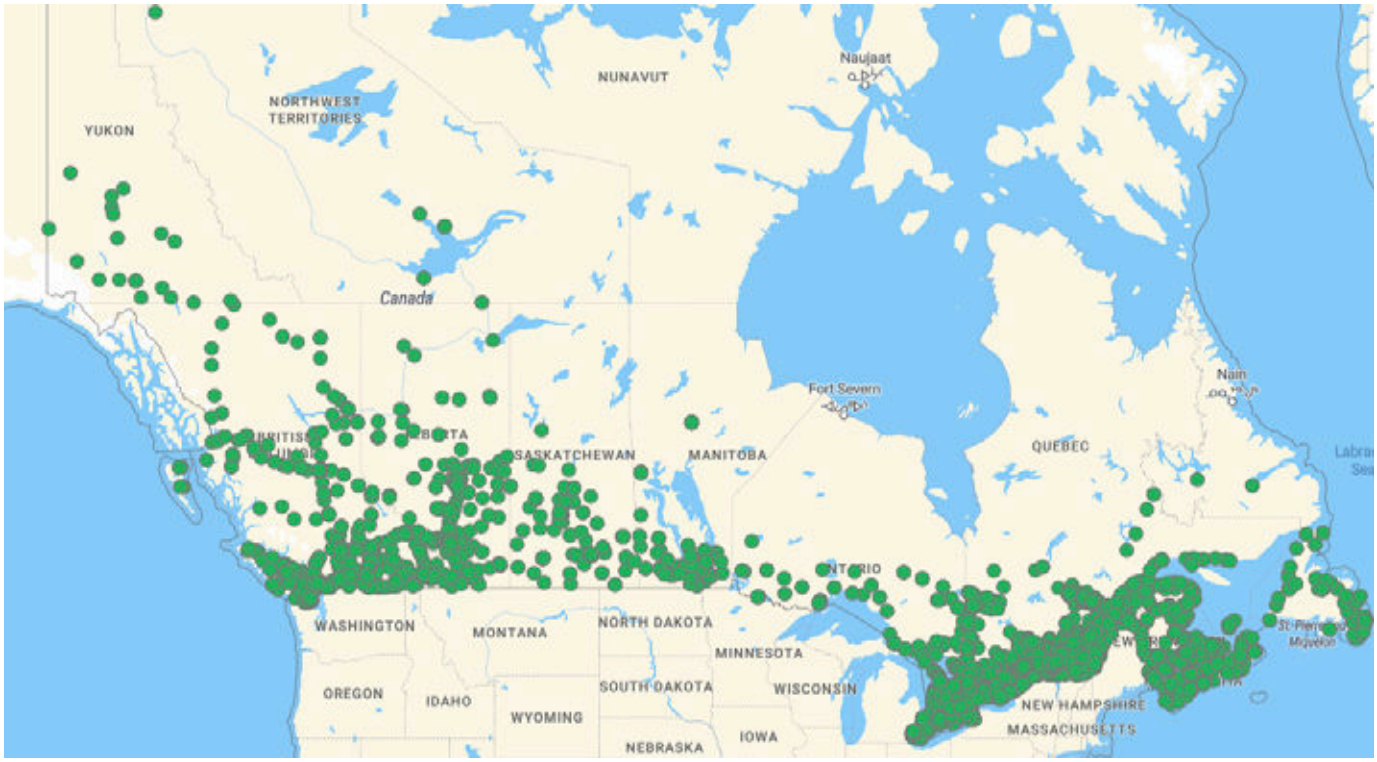
Offering about 250 km per hour of charging, Direct Current Fast or "Quick" Charging (shortened to DCFC, or sometimes just DC charging) can recharge an EV from 10% to 80% within 18 to 60 minutes. They require significant power infrastructure (i.e. grid upgrades, trenching etc.), with installation costs ranging from $10,000 to over hundreds of thousands of dollars. Therefore, they are generally only installed in public stops where on-the-go charging is required, such as along major highways in Canada, as well as in high traffic areas such as shopping areas and gas stations. Public fast charging is typically used by EV drivers when taking a longer trip, but are also used, sometimes regularly, by drivers without access to a charger at home. But because of their higher costs to build and operate, public fast charging tends to cost more per unit of energy dispensed. For that reason, MURBs equipped with cheaper, at-home L1 or L2 charging may be particularly attractive to EV drivers living in more dense urban areas.

What about public charging?

There are currently over 36,000 public charge points across Canada—a number that is rapidly increasing (Canada's public charging network grew by 24% in the past year). Often found along major roads and intersections and at gas stations, offices, schools, hospitals and shopping areas, they are typically pay-to-use but can also sometimes be free, albeit often exclusively for customers or in paid parking areas. Fees are at the discretion of the provider and can vary widely, but can cost around $1.00 to $2.50 per hour for Level 2 charging, and closer to $15.00 per hour for Level 3 charging. Platforms such as **PlugShare** (www.plugshare.com) and **ChargeHub** (chargehub.com/en) show nearby chargepoints.

But despite a growing network of public chargers, EV charging is still most convenient and affordable when done at home (where up to 90% of EV charging currently takes place). For one, residential electricity prices tend to be much lower than public charging rates (which charge customers for both the cost of providing the charging service in addition to electricity costs). Additionally, many utilities offer time-of-use (TOU) electricity pricing for residential users, meaning that the price of electricity varies throughout the day based on demand—a major cost-benefit for at-home EV charging done at night, when prices tend to be lowest. For example, Ontario offers an "Ultra Low Overnight Electricity Rate" of 2.8 cents per kilowatt-hour (kWh) from 11 p.m. to 7 p.m., which equates to roughly $3 to fully charge a typical BEV (with a 75 kWh battery) from empty. Getting the equivalent range from a public charger would typically cost a user between two to eight times more, so it's no wonder that some Canadians view a lack of home charging access as a key concern when it comes to switching to an EV, even though many are inclined to.

Figure 2: Public Level 2 and 3 Chargepoints in Canada



Source: Transport Canada

Table 2: Average electricity and public charging prices by province

	Home charging	Public charging	
Area	**Electricity price** ($/kWh)*	**DCFC Charging** ($/kWh)**	**L2 Charging** ($/hr)**
B.C.	$0.14	$0.39	$1.64
Alberta	$0.07	$0.76	$1.70
Ontario	$0.09	$0.66	$2.84
Québec	$0.06	$0.49	$1.61

*Based on data analysis sourced from the Canada Energy Regulator. Prices exclude the cost to purchase and install a home charging station, or electricity tax and fixed fees and represent a rate for additional electricity consumption for existing plans.

**Based on data analysis sourced from Transport Canada. Public charging figures also do not account for potential additional public charging costs from parking fees, idle penalties and activation fees.

Home charging

While EV charging is a more recent consideration in MURBs, some buildings may already be equipped with the necessary components to support at-home charging. **Here are the characteristics of an existing parking stall, owned by the resident requesting a charger, that *would not* require a building retrofit:**

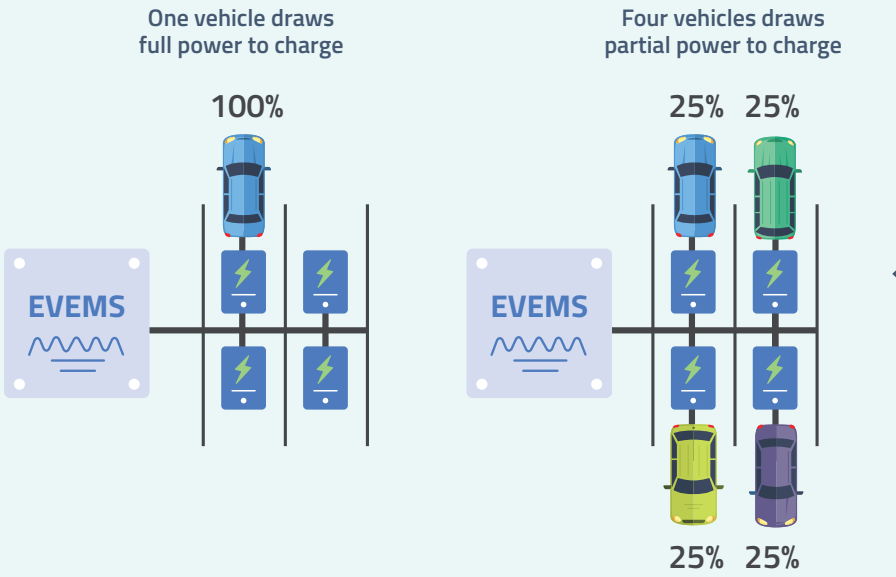
1. **It is a dedicated parking stall** the user has the authority or permission to make modifications to, and one they can access at any given time.
2. **It is within proximity to a standard 120 V** (for Level 1 charging) **or 240 V electrical outlet** (for L2 charging). The outlet may also be a junction box, ideally within 2 metres of the parking stall, at which a charger can be hardwired.
3. **It is near a branch electrical panel** with spare capacity and an empty slot for an overcurrent protection device (e.g. a circuit breaker) to be installed.

For EV owners that lack some of these components, building retrofits may need to be made to the surrounding infrastructure to enable home charging. For example, a conduit may need to be laid or wall mounted between the building's electrical panel to where the EV is parked to form an electrical connection. For buildings that may not have enough electrical capacity to support the additional load, a retrofit can also refer to a service upgrade, the addition of an energy management system, or an upgraded electrical panel. As a result, building retrofit costs can vary significantly ($0 - $3,500+ per stall) from building to building, depending on the scale and complexity of retrofits it needs.

A potentially suitable and cost-beneficial solution for multi-unit residential buildings are EV energy management systems (EVEMS), which are devices and software that monitor and control the timing and power of EV charging to optimize energy usage. Their benefits include:

- **Reducing upfront costs:** By allowing multiple chargers to share the same limited electrical capacity and the same branch circuit (the wire from charger outlet to the electrical panel breaker), a building or stall owner may be able to avoid or defer thousands of dollars in retrofit costs, such as for utility upgrades.
- **Reducing electricity costs:** An EVEMS can schedule charging periods to occur during off-peak hours to take advantage of lower time-of-use electricity rates offered by most provinces (see above section for more about TOU pricing). For example, you may plug in your EV when you get home at 6:30 p.m. when rates are as high as 28.4 cents per kWh in Ontario. The EVEMS could delay charging to begin at 11 p.m., when the "Ultra Low Overnight Electricity Rate" of 2.8 cents per kWh is active and end at 7 a.m. before rates rise again. Networked L2 chargers may also have the advantage of enrolling in demand response programs (where available), providing another source of funding to offset ongoing charging costs.
- **Reducing emissions:** Beyond cost savings, some EVEMS can also help reduce indirect emissions from EV use—either by intentionally setting the system to charge when the electricity grid is cleaner or simply as a result of TOU pricing. In Ontario, where most power comes from zero-emission sources like hydro and nuclear except during peak demand (when natural gas plants operate), setting the system to charge during cheaper, off-peak hours can already achieve a similar effect.

Figure 3: EVEMS Example



Source: Pembina Institute

Electric Vehicle Energy Management Systems (EVEMS)

For residential charging applications, a certain amount of load-sharing will serve drivers perfectly well. Because vehicles typically charge overnight, there is plenty of time to charge. In the example to the left, if three vehicles drove 40 km in a day using 10% of their battery (a typical amount for Edmonton and Calgary drivers), and the fourth vehicle drove 400 km (100% of its battery), they would all receive approximately 40 km worth of range in the first four hours. Once other vehicles were completed charging, the remaining vehicle would charge at a faster rate, getting 360 km of range over approximately nine hours.

By making smarter use of a building's existing electrical system, an EVEMS can be a practical solution for buildings with limited capacity. It also helps future-proof properties for growing EV charging needs. Talk to your building management or charger installation contractor to learn whether it's a suitable solution for your site.

3

GOVERNMENT PROGRAMS & POLICIES

This section provides an overview of key policies and programs related to installing EV charging in condo buildings and MURBs, federally and in the provinces of British Columbia, Alberta, Ontario, and Québec.

When considering EV charger installation, condo owners, residents, and other building decision-makers should consult current regulations at all three levels of government to ensure compliance and to access any available incentives.

There are three main types of policies and programs that either require or support the installation of EV charging in condo buildings:

1. **Retrofit programs:** Government funding that helps cover the cost of installing EV chargers in existing buildings.
2. **"Right-to-charge" requirements:** Legal provisions that, by default, require EV charging proposals to be approved unless specific, defined conditions for refusal are met—making it easier for residents to install chargers in a condo at their own expense.
3. **EV readiness requirements:** Building code or bylaw provisions that require new developments to include the electrical infrastructure needed for future EV charger installation at the time of construction.

As summarized in Table 3 on the following page, policy support varies across Canada. For example, B.C. and Québec offer both financial and legal support for residents interested in installing EV chargers in MURBs. Ontario has right-to-charge requirements but no dedicated retrofit funding, while some provinces, such as Alberta, currently offer neither. Municipalities, electric utilities, and not-for-profit organizations may also sponsor rebate programs or, in the case of municipalities, impose similar EV readiness requirements. Be sure to check with your local government and utility provider to confirm what programs or regulations apply in your area.

Table 3: EV Charger Policy Overview for Select Provinces (As of September 2025)

Legend:
- Policy active
- Policy inactive or not currently applicable to MURBs, but some initiative and potential for change in the near future
- Policy inactive, no historical initiative

	Federal	British Columbia	Alberta	Ontario	Québec
1 Retrofit program	The Zero Emission Vehicle Infrastructure Program has offered government funding to support EV chargers in a variety of locations, including condo and apartment buildings. The program is now closed with uncertain prospects for future funding.	B.C.'s Go Electric EV Charger Rebate Program provides funding for the purchase and installation of EV chargers in B.C. single-family, multi-unit residential, and workplace buildings.	There is no provincial EV home charging retrofit program in Alberta.	Ontario's ChargeON Program provides funding for the installation of public EV chargers in Ontario communities outside of major cities. The program is currently not accepting new applications and condo buildings were not eligible to apply.	Québec's Roulez vert Program provides funding for the purchase and installation of EV chargers in Québec single-family, multi-unit residential, and workplace buildings.
2 "Right-to-charge" requirements	There are no federal right-to-charge requirements.	B.C. has "right to charge" provisions in place under the *Strata Property Act* to ensure that occupants of apartments have the legal right to install EV charging at their own cost. The 2023 amendments to the Act lowered certain voting thresholds, set out application processes and required reports on electricity planning to facilitate EV charger installation.	Parking in condos in Alberta is regulated by the *Condominium Property Act*. To date, Alberta has made no amendments to this Act or associated regulations to accommodate EV-charger installation.	Ontario has right-to-charge requirements under the *Condominium Act* that makes it easier for condo owners to get approval from their condo corporations to install EV charging.	The Civil Code of Québec, CQLR c CCQ-1991 prescribes the process to install EV-infrastructure in condos when changes are made to common areas. Different requirements apply where owners versus the co-owner association or syndicate undertakes the EV-charging installation.
3 EV readiness requirements	There is currently no federal requirement to make new buildings EV ready. However, section 86 of the Canadian Electrical Code outlines requirements for how electric vehicle charging equipment should be safely installed when a building decides to do so.	B.C. does not have a province-wide EV readiness requirement for new homes. However, over 30 B.C. municipalities have enacted by-laws that set some sort of minimum requirements for EV charging infrastructure in new buildings.	The Alberta Building Code does not impose EV charging requirements for condo buildings. While no local governments currently regulate EV-charging, some are considering amendments to their by-laws to do so.	There are currently no requirements for EV charging stations in condos in the Ontario *Building Code*. However, Ontario municipalities have the ability to require EV charging stations through zoning bylaws and green building standards and some have done so.[1]	Québec is the only province with EV readiness requirements in its building code (which currently apply to new single-family, duplex, triplex, and quadruplex homes). Requirements for other multi-unit buildings expected by the end of 2025. There are also several Québec municipalities that have adopted EV readiness requirements in their by-laws.

It is important to note that these policies can change, especially for rebate programs that may have a finite amount of funds available. Ensure you consult the most up-to-date source—many are linked in the table above for your convenience—for any policy updates and application deadlines in your jurisdiction.

[1] In June 2025, the Ontario Government passed the *Protect Ontario by Building Faster and Smarter Act, 2025*, which could potentially limit municipal powers to require EV readiness through Green Building Standards. At this time, municipalities are still exploring to what extent their authority is impacted by the new legislation and exploring other ways to advance green standards that do not conflict with this law, such as through development agreements.

4

GUIDE FOR INSTALLING EV CHARGING IN MURBS

Installing EV charging infrastructure typically requires **coordination between condo owners, building management, and the condo or strata corporation.**

Timelines and complexity can vary depending on factors such as the building management team's experience, parking spot ownership structures, and the building's physical layout. While the procedures for a resident to initiate and receive approval for an EV charging application will vary by jurisdiction—and sometimes by building—the common steps are outlined in the following "General process" section (also summarized in Figure 5).

Some of these steps have additional or jurisdiction-specific considerations and legal requirements in B.C., Ontario and Québec, which are outlined in separate sections that follow.

Why building-wide charging installations are the ideal approach

There are two ways that EV charging infrastructure is deployed in MURBs, based on the level of ambition of the building:

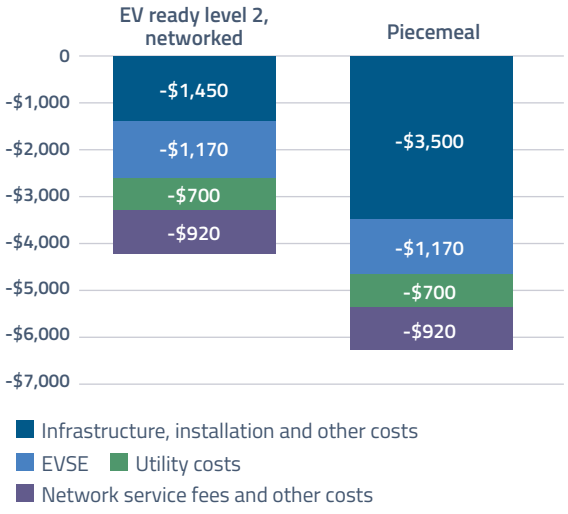
1. **Many (or all) parking stalls at once:** Often led by the building's condo or strata board, a comprehensive retrofit would install charging infrastructure so that the majority of parking stalls are EV-Ready, meaning they have wired, energized outlets adjacent to the parking stall with sufficient electrical capacity. As EV uptake is expected to rise rapidly, this approach future-proofs the majority of parking spaces at a lower cost per stall by conducting the retrofit at once. Co-owner approval is required.
2. **One at a time:** Often led by a condo owner, they will pay for the wiring and any other infrastructure needed for their own parking stall. Co-owner approval may not be required.

Many experts agree that a comprehensive retrofit to make 100% of your building parking spots EV-ready is the best practice and most cost-effective approach, as opposed to a more piecemeal approach. Retrofitting many parking stalls at once to be EV-ready could reduce the average cost per stall by half, primarily from efficiency savings from installation and infrastructure. It also prevents repetitive voting proposals for individual applications or disputes among condo owners that may compete for parking stalls with EV charging infrastructure.

Allowing individual installations without thinking about a building-wide plan for how everyone will get access to charging can also lead to issues down the road. Once there are a few EV chargers installed in a building (depending on its size), it often becomes technically or spatially difficult to add more. At that point, the condo board may have to pause all new installations until a building-wide strategy is developed, in order to ensure fairness and feasibility for everyone. In some cases, residents who had chargers installed early on end up having to pay again to modify their setup because their installation blocks future ones.

All condo owners and condo corporations should consider option 1 before selecting option 2, especially any MURBs in areas with higher EV uptake such as large cities or B.C. and Québec. For MURBs without the ability or support to invest in this building-wide installation, one-off installations will allow any EV early adopters to still be able to charge at home and reap home charging energy savings, albeit with little benefit for other condo owners.

Figure 3: Net present cost of different futureproofing configurations

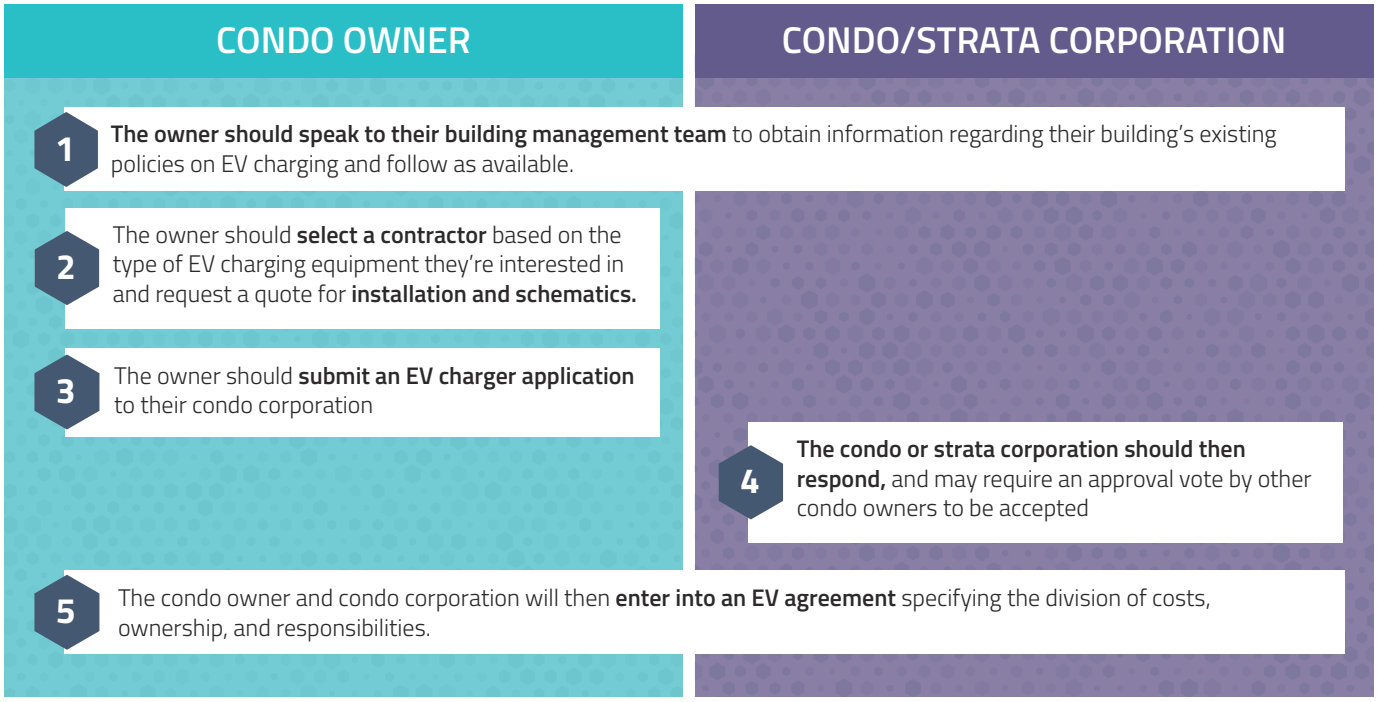


Source: Dunsky

GENERAL PROCESS

For MURBs that do not have a building-wide EV-charging plan, the typical process for an individual to apply for and install an EV charger in their parking stall is outlined in this section.

Figure 5: EV Charging Application Overview



STEP 1 — Talk to your building management team to obtain information on any existing EV charging policies in your building

To save time and avoid unnecessary costs, check if your building already has EV chargers, an EV charging policy, or relationships with preferred contractors for EV charging installation and maintenance services. Your building management team (the staff that you interact with for day-to-day operations such as building maintenance and repairs) can be an excellent resource for guiding you through this process. If the condo does not have an existing EV charging policy, management may forward your question to the condo board, review applicable regulations and legal documents to ensure compliance, and then discuss next steps with you.

In these conversations, the building management should share:

1. **The type of parking stall assigned:** Condo building parking stalls can have different legal statuses that affect your ability to retain the value of an EV-charging investment.

- For example, some stalls can be reassigned to another owner without your permission or upon your sale of your unit (sometimes called "Limited Common Property" or similar titles). Others are assigned only for a limited time or in the short term (sometimes called "Common Property"). Because these terms vary by province, condo owners are advised to confirm with their lawyer how the status of their stall may affect ownership, transfer, and value of any EV-charging installation.

2. **Parking-lot layout:** Information about the electrical and physical layout of the parking lot can help your contractor determine how easily EV charging infrastructure can be installed.
   - Ask your building management team to provide electrical design information (preferably schematics), as installation difficulty can vary based on factors such as the number of buildings, whether parking is above or below ground or multi-level, and the number and location of electrical rooms.
   - Investigate if your parking stall or other parking stalls have walls or columns nearby upon which outlets or EV chargers can be mounted. Taking reference photos can also help.
   - Confirm how electricity in the parking lot is billed (common and billed to the building, or billed to the owner), especially as this may also affect whether rebates will be distributed to the building or the individual.
3. **Other charging interests or requests:** Check whether any other residents are interested in installing an EV charger. Some costs such as electrical upgrades or conduit installations can be significantly reduced if constructed for multiple stalls at once. Having multiple owners raise the issue of installations can also encourage the condo board to develop a coordinated plan for EV charging and energy management infrastructure.
4. **Local bylaws:** Ask your building management team if there are any condo or municipal bylaws that may be relevant to your EV charging installation, such as:
   - Who is responsible for repair and maintenance of property?
   - Is approval required before altering common property?
   - What are the rules on using a common property electrical outlet or charging an EV?
5. **Funding supports:** Check whether your province or city offers grants for EV charging installations. These can reduce overall costs and strengthen the case for your building to install more EV chargers. Existing provincial and select municipal rebates are summarized below, as of September 2025.

Table 4: MURB EV charging provincial rebates

British Columbia	Québec
B.C.'s CleanBC - Go Electric EV Charger Rebate Program can provide up to $137,000 in funding per building complex in the form of: ▪ $3,000 to develop an EV Ready Plan, ▪ $600 per parking stall, up to $120,000 for EV infrastructure and installation costs, and ▪ $2,000per charger, up to $14,000 for the purchase of EV charging stations. ▪ Up to five hours of free advice and planning assistance from an EV charging advisor is also available.	**Québec's Roulez vert Program** can provide up to: ▪ $5,000 per connector, or ▪ Up to $49,000 per building based on the number of dwelling units For the EV charging stations, installation, and infrastructure costs.

Municipal support is also sometimes available, with notable examples including the City of Dorval's $500 charger rebate and Toronto's low interest energy loans. Ensure you check if your city offers any EV charging support. For example, despite Alberta's lack of rebates, Calgary's Charge YYC pilot program can provide up to $100,000 in funding per property in the form of:

- $4,000 to develop an EV Charging Road Map,
- $6,000 per parking stall, up to $90,000 for EV infrastructure and installation costs, and
- $1,000 per port, up to $10,000 for the purchase of EV charging stations.

In some cases, electric utility companies may also offer EV charging funding support.

STEP 2 Select a contractor and conduct a site assessment

If your building does not require the use of certain contractors, you may need to select one. An EV charger is a high-voltage appliance that can be dangerous if not installed correctly. Ensure you choose a properly licenced electrical contractor and select equipment that is certified by a certification body accredited to certify Canadian national safety standards such as CSA, cUL, or cETL and appropriate for your EV's charging capacity and connector type.

Licenced contractor directories:

- **British Columbia:** Electrical Contractors Association of British Columbia
- **Alberta:** Electrical Contractors Association of Alberta
- **Saskatchewan:** Electrical Contractors Association of Saskatchewan
- **Manitoba:** Electrical Contractors Association of Manitoba
- **Ontario:** Electrical Safety Authority
- **Québec:** Government of Québec – Check a Contractor's Licence
- **New Brunswick:** Department of Public Safety – Government of New Brunswick
- **Nova Scotia:** Nova Scotia Power
- **Prince Edward Island:** Government of Prince Edward Island
- **Newfoundland and Labrador:** Government of Newfoundland and Labrador
- **Yukon:** Government of Yukon

For your application to the condo or strata board, ask your contractor for:

1. Expected infrastructure changes, especially when pertaining to common areas, in the form of drawings, specifications or other information regarding installation,
2. Expected costs for the installation, and
3. Expected installation time.

Your contractor may request from management (if you don't already have this information from earlier stages):

- The number of parking stalls in your building,
- Data regarding your building's peak electricity load (the maximum amount of electricity used at once by all residents of the building) and current spare capacity,
- The location of the electrical room and distance from the desired parking stall, and
- The layout of any walls and driving pathways adjacent to the parking stall.

Your contractor may conduct a site assessment to help you determine the scale of building retrofit that may be required. If an EV charging infrastructure installation permit is required (as is the case in B.C., Ontario, and Québec), they should obtain one on your behalf.

STEP 3 Submit a formal request or application to your condo corporation

Once you've gathered all the relevant information and specifications, submit a formal request or application (plus any supporting documentation) to your condo or strata corporation. The exact requirements differ by province, but corporations typically have a defined review period—typically up to 60 days. In some provinces such as B.C. and Ontario, the corporation is legally required to provide a written response stating whether it rejects or does not reject the application.

STEP 4 Await condo corporation response and seek co-owner approval

Depending on the building, condo and strata boards consider many factors when deciding whether to approve an application. Review periods are generally under 60 days, but in some jurisdictions—notably B.C. and Québec—legislation sets mandatory response times of 60 to 90 days and prevents boards from unreasonably denying applications.

Notice and voting requirements: Procedures for notifying co-owners, calling meetings, and setting voting thresholds vary across provinces and buildings. Based on its assessment, the board may approve the installation outright or issue a notice of intent to provide co-owners an opportunity to request a meeting and vote.

Obtaining co-owner approval

When a co-owner vote or approval is required, remember that condo corporations and their owners have limited funds and competing priorities. Review minutes from recent annual general meetings and special general meetings to understand other projects (such as the repair, maintenance or renewal of other building components) and spending priorities. This context can help you build a stronger case for approval, such as by speaking to your co-owners' priorities and addressing the funds that are still available.

To increase support during the board's review period, you can hold an informal informational session to highlight benefits such as:

- Attracting and retaining residents
- Generating building revenue (if a fee applies)
- Helping the building meet emerging municipal or provincial standards
- Increasing the value of the property
- Improving sustainability

You could also invite guest speakers from other buildings in the area that have successfully installed EV chargers to share their experiences and build confidence among your co-owners that you can replicate their success. In addition to speaking to your building management to inquire about other EV charging installation requests, consider distributing a short survey or identifying other interested residents to share installation costs. Key information to gather include:

1. The number of residents who already own or plan to purchase an EV
2. When (in months or years) they would like to have access to home charging
3. How much each would be willing to invest in installing a charger

Here is a sample EV charger interest survey prepared by MURBLY, an organization that works to increase awareness around EV charging in MURBs: murbly.com/en/resources/ev-charging-sample-survey-additions-to-the-electrical-infrastructure/

STEP 5 EV agreement and installation

Upon approval, the condo owner and condo corporation will generally enter into an EV-charging agreement specifying the division of:

1. **Costs:** Typically assumed to be fully at the condo owner's expense if privately used
2. **Responsibility:** Which parties are responsible for installing, maintaining, insuring and repairing the charger
3. **Ownership:** Who owns and can use the charger, including when the owner moves out of the building

The agreement may also lay out policies regarding:

1. **Electricity billing:** How electricity use will be measured and how the cost of electricity will be paid for
2. **Dispute process:** Prescriptive steps to be followed if an owner or co-owner requests changes to the EV charging installation
3. **Future EV installations:** Requirements for participating in any present or future building-wide EV-charging or energy-management program

Once these steps are completed, you can generally proceed with your EV charging installation.

B.C.-SPECIFIC STEPS AND CONSIDERATIONS

B.C. follows a similar approval procedure as the general process outlined above, with some additional clarifications, requirements and support.

The *Strata Property Act* was amended in May 2023 to facilitate the EV charging installation process. The amendments include adding a requirement for the strata corporation to obtain an Electrical Planning Report (EPR), a requirement that the strata corporation respond to EV charging applications within three months, and lowering voting thresholds to approve EV charging installation requests.

Figure 6: EV Charging Installation Overview (B.C.)

CONDO OWNER	STRATA CORPORATION
1 **The owner should speak to their building management team** to obtain information regarding their building's existing policies on EV charging.	
› The owner should check their rebate eligibility, and the building management team should obtain an electrical planning report and consider commissioning an EV Ready plan.	
2 The owner should **select a contractor** based on the type of EV charging equipment they're interested in and request a quote for **installation and schematics.**	
3 The owner should **submit an EV charger application** to their condo corporation	
› The owner should ensure their application contains all the components required in B.C.'s *Strata Property Act.*	
	4 **The strata corporation will then respond,** and may require an approval vote by other condo owners to be accepted
	› The strata must respond within 90 days. If a 50% vote of co-owners is reached, the application must be approved unless certain criteria allowing a refusal are met.
5 The condo owner and strata corporation will then **enter into an EV agreement** specifying the division of costs, ownership and responsibilities.	
› The owner should submit 2 applications (pre-approval and post-installation) to obtain charger rebates.	

› = Additional steps and considerations

STEP 1

Speak to your building management team to obtain information regarding your building's existing EV charging policies

B.C. has additional resources available to inform and facilitate EV charging installation in condo buildings.

Seek out a free EV advisor

In B.C., B.C. Hydro can connect you to an EV advisor, providing up to five hours of free advice and planning assistance related to EV charging and equipment.

Check eligibility for B.C.'s EV charging rebates

B.C.'s Go Electric EV Charger Rebate Program can provide up to $137,000 in funding per building complex, split into three types of rebates:

1. An EV Ready Plan rebate (up to a maximum of $3,000),
2. An EV Ready Infrastructure rebate for EV infrastructure and installation costs (up to a maximum of $600 per parking stall, or $120,000 in total), and
3. An EV Charger rebate (up to a maximum of $2,000 per charger, or $14,000 in total).

The B.C. Hydro website describes what buildings and expenses are eligible for each rebate program. Although rebate applications will occur after strata board approval, understanding eligibility can help strengthen your proposal by showing that project costs may be significantly reduced. Checking eligibility can also help you identify any documentation needed during the strata corporation approval process.

Electrical Planning Reports and EV Ready Plans

All B.C. condo buildings containing 5 or more condo units are required to obtain an Electrical Planning Report (EPR) from a qualified person before December 31, 2026 or December 31, 2028, depending on the region. This report describes the condo's current and projected electrical capacity and helps the strata corporation plan for technologies such as EVs and heat pumps. The EPR is paid for through the strata's operating fund.

An EV Ready Plan is a more detailed document prepared by a licensed electrical contractor and/or electrical engineer focused on EV charging infrastructure planning. These can be useful for larger installations. An EV Ready Plan typically includes site assessments, infrastructure layout, and cost estimates to provide each residential unit with at least one EV ready parking stall. Eligible EV Ready Plans can receive a rebate of up to 75% of the costs of creating the plan to a maximum of $3,000 while funding lasts, and some municipalities offer additional top-ups. **An EV Ready Plan is not mandatory for having your EV charging application approved, but it is required to be eligible for an EV Ready Infrastructure rebate.**

Although EPRs are typically much higher-level than EV Ready Plans, an EPR provides supporting evidence for owners interested in installing EV chargers. It may be cost-effective to have the same provider issue both types of reports.

After a building has obtained an EPR or the deadline to obtain one has passed, the condo corporation must follow the EV charging approval process outlined in the Strata Property Act and associated regulations for approving EV charging by a strata owner, described below.

STEP 2

Select a contractor and conduct a site assessment

This step is the same as outlined in Step 2 of the General Process on page 19.

STEP 3 Select contractor and submit an EV charging application to the strata corporation

After selecting your EV charging contractor (page 9), you may need to work with them to collect the necessary information for your strata board application. As of writing (readers are advised to refer to the updated act to confirm current requirements"), B.C.'s *Strata Property Act* dictates that the condo owner's EV charging installation application must include the following:

1. The owner's contact information and strata lot number;
2. A description of the proposed EV-charging infrastructure;
3. The proposed location of the EV-charging infrastructure;
4. The number or location of the parking stall at which the EV-charging infrastructure would be used;
5. The name and contact information of a contractor who is qualified to make the proposed alterations for which approval is sought;
6. A description, prepared by the contractor, of the work required to make the proposed alterations;
7. An estimate, prepared by the contractor, of
   - The cost of making the proposed alterations, and
   - The time needed to make the proposed alterations.

STEP 4 Strata corporation response and potential co-owner approval

Under the *Strata Property Act,* a strata corporation must respond to an owner's proposal within 90 days. It may refuse the application only based on considerations regarding:

- The compatibility of the proposed EV-charging infrastructure with existing or future EV charging infrastructure,
- The capacity of, and current and anticipated demands on, the building's electrical system.

Otherwise, the strata corporation cannot "unreasonably refuse" the application.

To ease approval processes further, the province lowered their co-owner voting threshold from 75% to 50% for requests for spending from the contingency reserve fund if the expense is related to EV charging installation (such as EV-Ready Plans or EPRs). The 50% threshold also applies to related significant changes in the use or appearance of common property and for the acquisition or disposal of personal property. A 75% vote continues to be required to approve special levies, including for EV charging installations.

STEP 5 EV agreement and installation

As B.C. offers EV charger and building retrofit rebates, there are two additional steps to apply for them compared to the general process: a pre-approval application and a final application after installation.

B.C. Rebates and EV Charging Installation Steps

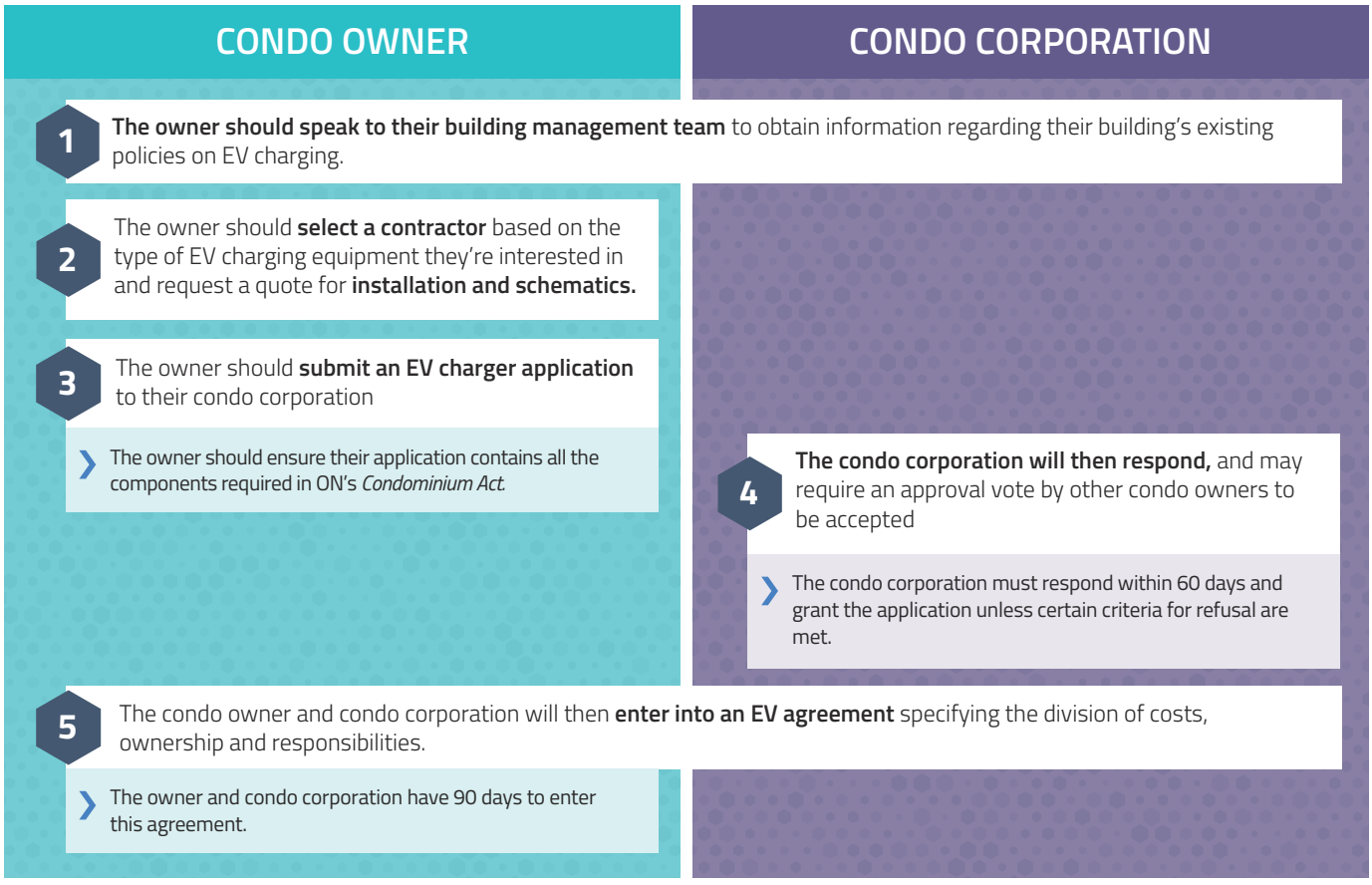
1. **Rebate pre-approval application:** After receiving approval from the strata corporation and co-owners, you can now submit a pre-approval application for the EV Ready infrastructure rebate and standalone EV charger rebate on B.C. Hydro's website. This needs to occur prior to purchasing or installing chargers. Within 30 days, you will receive an email with the province's response. It is recommended that you complete the pre-approval application after receiving the go-ahead from your strata corporation, as you will have six months from your pre-approval date to complete the project and the building's approval process can take up to three months, shortening installation timelines.
2. **EV charger installation:** Once you receive pre-approval for EV charger funding, you can begin installing the equipment. Your electrician will obtain the necessary permits for the installation, and provide a contract installation form at its completion. This document is required for your EV Charger rebate application.
3. **Rebate application:** Upon completion, submit your charger and installation invoices, photos and any other required documentation to B.C. Hydro and they will deliver your rebate payment within 90 days.

ONTARIO-SPECIFIC STEPS AND CONSIDERATIONS

Ontario follows a similar approval procedure as the general process but includes provisions that can allow condo corporations to initiate charging projects with notice and, in some cases, without a vote (depending on cost and impacts, and assuming notice is given).
The Ontario Condominium Act was updated in March 2019 to define this process and set requirements related to:

- the components of an EV charging application to condo corporations
- a deadline of 60 days for the condo corporation to respond to EV charging applications
- conditions for application refusal

Figure 7: EV Charging Installation Overview (Ontario)



› = Additional steps and considerations

STEP 1 — Speak to your building management team to obtain information regarding your building's existing EV charging policies.

This step is the same as outlined in Step 1 of the General Process on page 17.

STEP 2&3 — Select contractor and submit an EV charging application to the condo corporation

Ontario's *Condominium Act* also lays out different procedures depending on who is initiating the EV charging application process, the condo owner or the condo corporation.

Condo owner initiated

After collecting all building information and receiving proposed schematics and quotes from the EV charging installation contractor, the condo owner must submit an application to the condo corporation. In Ontario, the Condominium Act states that the application must:

- Be in writing;
- Identify the owner and the owner's address for service;
- Be signed by the owner;
- Include drawings, specifications or information with respect to the proposed installation, including its location.

The Act also states that the condo corporation must cooperate and provide the owner, as soon as possible, any information, permission or authorization required by the owner to be able to put together the application.

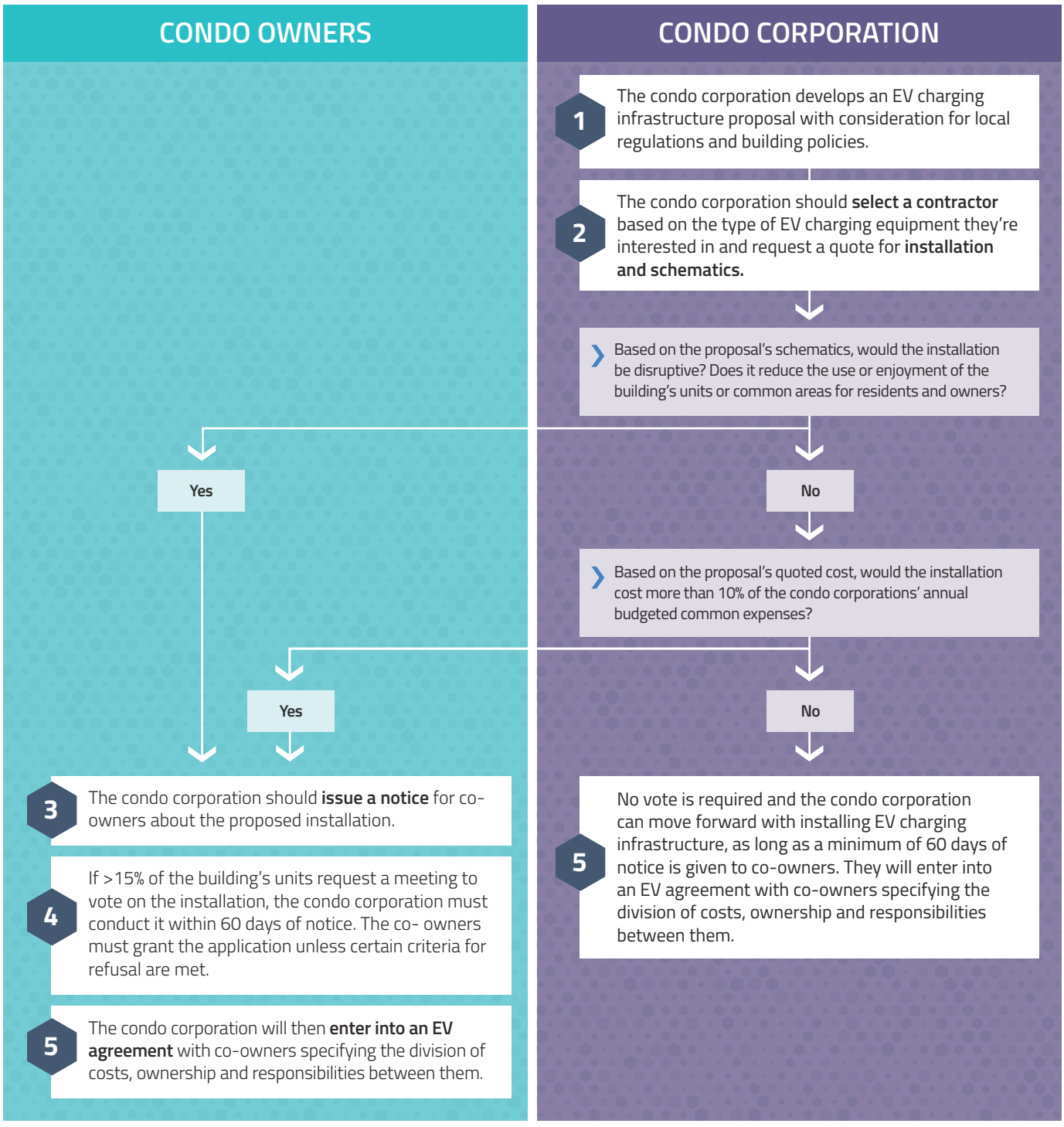
Condo corporation initiated

In Ontario, if the EV charging installation is proposed by the condo corporation (e.g. for shared use, or to be rented out to private owners but owned by the building), the installation project cost determines the approval process. Based on this information, the condo corporation may be able to bypass Step 4 of the approval process.

If the proposed installation costs less than or equal to 10% of the annual budgeted common expenses, no vote is required so long as 60 days of notice is given to co-owners and the installation is not disruptive. Condo buildings can then move forward with installing EV charging infrastructure if, in the reasonable opinion of the board, condo owners would not regard the installation as causing a "material reduction" or "elimination of the use or enjoyment of units or of common elements or assets of the corporation."

If the proposed installation costs more than 10% of the annual budgeted common expenses, a vote may be required, especially if it is considered disruptive. In this case, if more than 15% of the units request a meeting to vote on the installation proposal, they must do so within 60 days of receiving notice. The condo corporation is then required to conduct the requested meeting either at the next annual general meeting or within 35 days. If a meeting is not requested, the condo building can proceed with installation.

Figure 8: Ontario Condo Corporation-Initiated EV Charging Installation Process



› = Additional steps and considerations

STEP 4 Condo corporation response and potential co-owner approval

Ontario allows a 60-day decision period from the date of submission for the condo corporation to respond. The condo corporation may reject the request only if any of the following apply:

- The installation would be contrary to the Condominium Act or to the Electrical Safety Code
- It would adversely affect the structural integrity of the property
- It would pose a serious health and safety risk to someone or a serious risk of damage to property.

Any rejection must be supported by a qualified professional's written report explaining the reasons and provided to the owner.

Otherwise, the corporation must accept the proposal. It may propose an alternate installation (for instance, proposing to install the charging station elsewhere or in a different manner, or using their existing charging policy or provider) provided that the proposed alternative does not impose unreasonable additional costs on the owner.

STEP 5 EV agreement and installation

After an application has been accepted, the owner and condo corporation must enter into an EV agreement within 90 days. The agreement must specify who is responsible to install, maintain, insure and repair the installation as well as ownership and use terms.

While many of the terms of the agreement are left to be agreed to between the owner and the corporation, if the installation is condo owner-initiated, they will be responsible for the cost of the installation unless otherwise indicated in the agreement. This agreement must be registered on the title of the owner's unit for it to come into effect.

If condo corporation-initiated, all costs to the corporation related to an EV charging system are common expenses (which means they are shared by all owners on the basis of the percentage set out in the agreement).

Any dispute pertaining to an owner's EV application or an EV agreement is subject to mandatory mediation and arbitration. These must be submitted to such processes within six months of an application being rejected by the board or from the expiration of the time period for the board and the owner entering into an agreement, in order to avoid an application being deemed abandoned.

QUÉBEC-SPECIFIC STEPS AND CONSIDERATIONS

Québec follows a similar approval procedure as the general process but can bypass co-owner approval if the installation occurs entirely on private property. When there are any changes made to common areas (i.e. shared electrical panel, wiring through shared walls etc.), co-owner authorization is required.

In August 2025, the Government of Québec released a guide (in French) that is available on the Québec Ministry of Transport website that can be a useful resource: Guide sur la recharge de véhicules électriques pour les syndicats de copropriété, les propriétaires et les gestionnaires de bâtiments multilogements édition 2025.

STEP 1 — Speak to your building management team to obtain information regarding your building's existing EV charging policies.

This step is the same as outlined in Step 1 of the General Process on page 17), with the addition of checking for rebate eligibility.

Check eligibility for QC's EV charging rebates

QC's Roulez vert Program can provide up to $49,000 per building complex for the purchase, long-term leasing and installation of MURB charging stations—covering up to 50% of eligible expenses or up to $5,000 per connector or wireless charging station.

Eligibility requirements include (check the Government of Québec website for the most up to date program information):

- **Building eligibility:** To be eligible, a MURB must be in Québec and consist of five or more dwelling units, or three or more if the building was built before October 1, 2018. The building must also be for residential or mixed use and have parking stalls grouped in a common area.
- **Expense eligibility:** The funds may be used for the purchase or long-term leasing of eligible charging stations and their requisite infrastructure, as well as EV charging plans, permits and EVEMS.

Although rebate applications must be submitted after the charger is installed, understanding eligibility upfront can strengthen your application by helping you gather necessary documentation and make approval more likely.

At least 31 municipalities in Québec also offer grants for the purchase of EVs or charging infrastructure. Ensure you check your jurisdiction for eligibility and potential additional savings. The Roulons électrique website offers an updated list of municipal, provincial, and national funding and subsidies: www.roulonselectrique.ca/fr/guide-du-vehicule/economie-de-couts/subventions-municipalites/villes/

STEP 2&3 — Select contractor and submit an EV charging application to the condo corporation

These steps are the same as outlined in the General Process on page 19.

STEP 4

Await condo corporation response and seek co-owner approval

In Québec, there are regulations that stipulate when co-owner approval is legally required based on if the installation work occurs on private or shared property. Regardless, it is customary to ask for authorization from the condo board or board of directors for any work proposed.

Legal requirements

According to the *Code civil du Québec (Civil Code of Québec),* the requirement for co-owner approval for the EV charging installation process is determined based on the legal qualification of parking stalls. There are three possible classifications:

- **Private portions:** Parking stalls with a separate lot number and are owned by a specific co-owner and are for their exclusive use,
- **Common portions for restricted use:** Parking stalls that are owned by all co-owners, but may be authorized for use by a subset, or only one co-owner, and
- **Common portions for common use:** Parking stalls that are owned by all co-owners and serve all co-owners.

Depending on the parking stall's classification, the following process is required:

- If occurring fully on private portions of the MURB and the condo owner assumes all costs and electricity consumption, the condo owner of the parking stall can carry out the work without co-owner approval. The charging infrastructure can also be detached and kept in the event of a move or sale. It is still customary to provide notice to the condo board and receive approval to allow them to verify the work is done by competent persons and does not risk the safety of the building and co-owners, but there is no legal basis for the co-owners to deny the installation.
- If the parking stall is on private property but will involve change to common portions, co-owner approval is required.
- If the parking stall is commonly owned for common use (i.e. shared ownership by the co-owner corporation), co-owner approval is required and costs are divided in proportion to relative values of their fractions. Maintenance costs may be divided by property value or usage depending on if they are paid for by shared condo corporation funds, or through usage fees:
  - The condo corporation is already responsible for the maintenance and conservation of common areas and can include the EV charging infrastructure.
  - If the charger can measure the individual consumption of users, their electricity consumption can be billed as a service and therefore also contribute to the infrastructure's maintenance and repair costs.

In most cases, there will be work involving alterations or improvements to common portions of the building, so it is likely co-owner approval will be legally required. The application will need to achieve a 75% vote to pass.

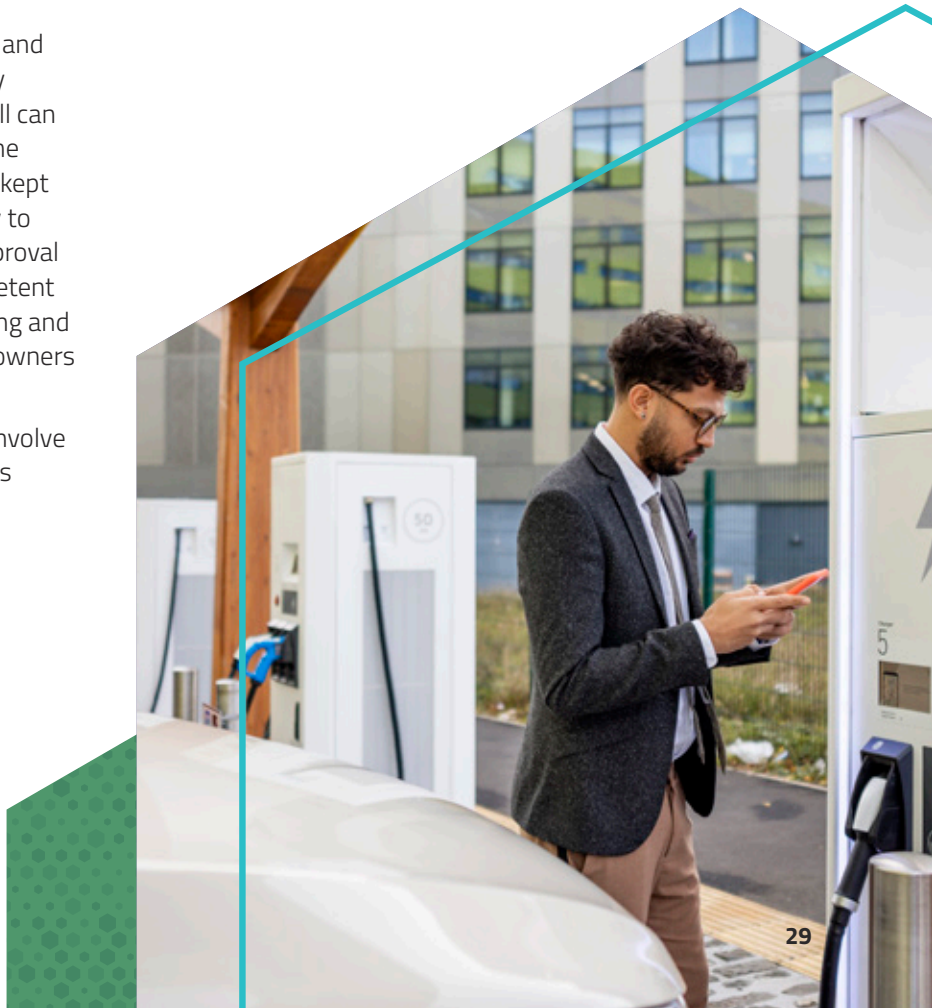
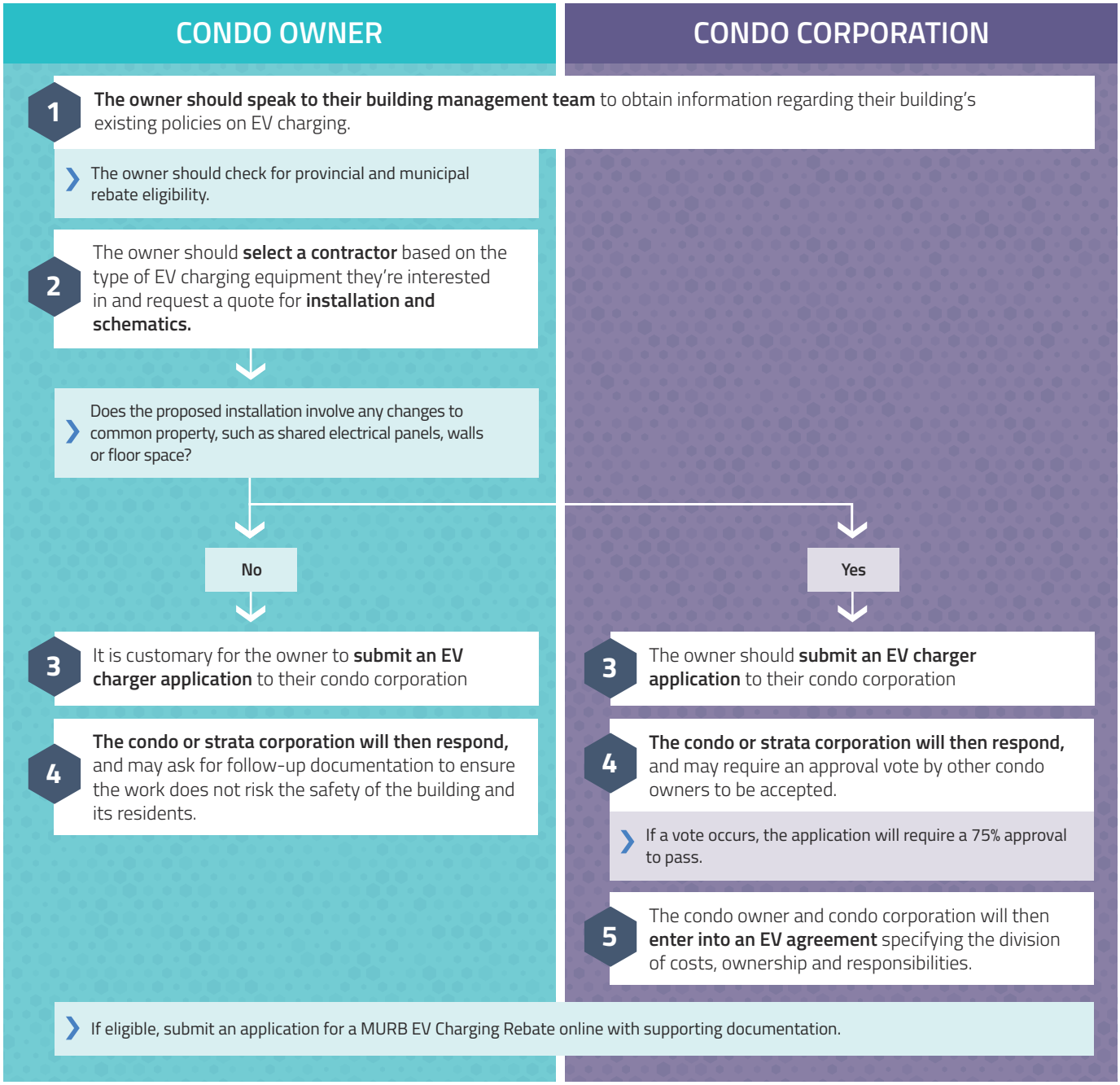


Figure 9: EV Charging Installation Overview (QC)



› = Additional steps and considerations

STEP 5

EV agreement and installation

After an EV agreement is signed and the installation work completed, you can submit an application to Québec's Roulez Vert rebate program to obtain up to $49,000 in financial assistance for MURB EV charging installations.

QC Rebate

After the EV charging installation is complete, you can submit a rebate application to receive a portion of your expenses back.

1. **Select application approach:** One of two approaches must be taken to submit an application:
   - Joint application: The condo owner, condo manager, or condo corporation assumes all project costs and submits a single reimbursement request. The invoices must be in their name to prove it.
   - Cost sharing: The common costs are divided among the co-owners or tenants who possess an EV and each of them submit a reimbursement request.
2. **Collect supporting documents:** Collect supporting documentation of your charging installation such as copies of your proof of payment, invoices, photographs, or leasing agreement (if leasing), and vehicle identification number of your EV (if condo owner).
3. **Create a user account on the Québec Government website and submit your application:** Register for online services and apply at www.quebec.ca/en/transports/electric-transportation/financial-assistance-electric-vehicle/charging/multiple-dwelling-building-charging-station/submit-application/complete-application-online
4. You will be notified by email once your application has been approved, and receive your reimbursement in the form of a cheque by mail within four to six weeks.

5

CONCLUSION

We hope this guide serves as a practical resource for condo owners and residents, condo and strata boards, building management teams, and developers interested in installing EV charging in their buildings.

For questions not addressed here, please refer to the many other external resources we have included throughout this guide or contact:

Plug'n Drive
plugndrive.ca
contact@plugndrive.ca

Clean Energy Canada
cleanenergycanada.org
info@cleanenergycanada.org

PLUG 'N DRIVE

About Plug'n Drive

Plug'n Drive is a not-for-profit organization accelerating electric vehicle (EV) adoption in Canada to maximize the environmental and economic benefits of an electrified transportation sector. Our vision is to help Canada achieve its goal of 100% electric vehicle sales by 2035 or earlier.

Since 2011, we have made incredible strides in our mission through a variety of consumer education programs, including the launch of the world's first Electric Vehicle Discovery Centre (EVDC) in Toronto, the Electric Vehicle Roadshow event series as well as the Mobile EV Education Trailer (MEET). Our corporate partnerships include EV auto manufacturers, utilities, EV charger manufacturers, and others.

For more information about Plug'n Drive, visit **plugndrive.ca**.

CLEAN ENERGY CANADA

About Clean Energy Canada

Clean Energy Canada is a think tank at Simon Fraser University, working to accelerate Canada's clean energy transition by sharing the story of the global shift to renewable energy, clean technology, and sustainable industries.

We conduct original research, convene influential dialogues, inform policy leadership, and drive public engagement. Put simply, we believe the clean energy transition is a once-in-a-generation opportunity for Canada to build a resilient, growing, inclusive economy.

For more information about Clean Energy Canada, visit **cleanenergycanada.org**.

Acknowledgements

Plug'n Drive and Clean Energy Canada thank Gowling WLG and Gilbert's LLP for providing a legal review and valuable insights that strengthened this publication.

PLUG 'N DRIVE

CLEAN ENERGY CANADA

www.plugndrive.ca

cleanenergycanada.org