



Township of North Kawartha

280 Burleigh Street, PO Box 550, Apsley, ON K0L 1A0
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www.northkawartha.ca

Report to Council

To: Mayor and Council Members
From: Edward Hilton, Economic Development Officer
Date: August 28, 2025
Subject: EV ChargeON Project at the NKCC

Recommendation:

That Council receive this report for information;

And further that Council approve the carryover of the \$75,000 capital allocation from 2025 into 2026 and approve an additional \$60,000 in the 2026 capital budget for the EV Charging Station project;

And further that Council authorize the Treasurer to sign the Project Modification and Extension Request with the MTO related to the EV ChargeON grant;

And further that Council authorize staff to proceed with Option 1 as recommended by Staff and Hydro One, and authorize the use of FLO as the hardware supplier through the Canoe Procurement Group and commence engineering design work for the project.

Background:

In December 2024, Council approved \$75,000 in capital funding toward the installation of Level 2 and Level 3 EV charging stations at the North Kawartha Community Centre (NKCC). The project is being supported in part through the EV ChargeON grant program.

The Township's original EV ChargeON grant application proposed the installation of four Level 3 charging units at the North Kawartha Community Centre (NKCC). At the time, a concurrent application was also submitted for a separate location in the community to host Level 2 chargers. In December 2024, following notification that the Level 2 application had been declined, staff reassessed the community's charging infrastructure needs. It was determined that a combination of both Level 2 and Level 3 chargers at the NKCC would provide a broader range of service for residents and visitors, accommodate different vehicle charging requirements, and enhance overall accessibility to EV infrastructure. As a result, staff revised the project scope and sought



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updated quotations and specifications for the installation of two Level 2 chargers and two Level 3 chargers at the NKCC site.

Earlier this year, a severe ice storm and the resulting declared state of emergency in the region caused significant delays to the project schedule. During this period, Township staff, Hydro One, and local contractors were required to redirect capacity toward emergency response and restoration of essential services. These events delayed work on engineering, cost estimating, and permitting. The Ministry of Transportation has approved an extension to the EV ChargeON funding deadline to November 12, 2026, in recognition of these circumstances.

Analysis:

Since project work resumed, staff have obtained updated hardware and installation quotations through the Canoe Procurement Group, received engineering details from Hydro One regarding the delivery of a 7.2 kV rural service to the NKCC site, and confirmed the specifications of the secondary transformers required for both 480-volt and 220-volt charging equipment. Staff have also initiated discussions with Hydro One and the Electrical Safety Authority (ESA) to address engineering and permitting requirements for the Level 3 components, which remain uncommon in Hydro One's service area.

Hydro One has recommended that the Township proceed with what is referred to as "Option 1," which would locate the charging station at the far east end of the NKCC parking lot, facing Jack Lake Road. Under this option, Hydro One would supply and maintain the primary high-voltage transformer at its own cost, stepping down the voltage from the 7.2 kV rural distribution system to 600 volts. The Township would then be responsible for acquiring and maintaining the smaller secondary transformers required for the charging units, the EV charging stations themselves and any associated infrastructure, such as lighting. This option would involve establishing a new service from the road, having no negative impact on NKCC facility operations, require minimal site work, and carry the lowest electrical equipment costs of the options considered. Although this location is the most distant from the NKCC entrance, it would allow for future expansion of charging capacity should demand increase. The site design will need to ensure that access to the stormwater pond is maintained. Additionally, clearance from the designated snow storage area to the south will be factored into the placement of the new EV parking spaces and associated equipment. As part of this project, four new parking spaces will be paved and designated for EV vehicles, ensuring that no existing NKCC parking is removed. The chosen location also provides flexibility to add more EV chargers in the future if demand increases.



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While Option 1 is located at the far east end of the NKCC parking lot, staff will ensure visibility through clear signage, and through the electrical design and site layout process address the need for additional lighting. The charging station will be clearly visible from Jack Lake Road and is expected to serve both NKCC patrons and community visitors.



Two other options were examined by staff but were found to be less favourable. Option 2, located near “Pole 4” in the southwest portion of the parking lot, would require the Township to assume full ownership and maintenance of all high-voltage infrastructure, including the purchase of a new 44 kV transformer and associated switchgear, both of which have long procurement timelines. This location would necessitate a power shutdown at the NKCC during installation, reduce available parking by an estimated eight to twelve spaces, and create challenges for snow removal.

Staff also examined the potential to locate the EV charging station at the front of the NKCC, using a 7.2 kV rural feed from McFadden Road. While technically feasible, this location would occupy an area specifically reserved in the original site plan for potential future expansion of the NKCC building. Installing permanent electrical infrastructure in this space would significantly limit the Township’s ability to pursue that expansion and would create ongoing operational challenges at the main entrance, including impacts to pedestrian flow, event set-up, and visibility. For these reasons, this option was deemed incompatible with both the facility’s long-term planning objectives and its current day-to-day operations.



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The installation of EV charging stations at the NKCC aligns directly with the Township's strategic objectives related to infrastructure investment, economic growth, and environmental stewardship. With the rapid growth in electric vehicle adoption across Ontario, having both Level 2 and Level 3 chargers will serve residents, seasonal property owners, and visitors alike, enhancing the NKCC as a community hub and strengthening North Kawartha's position as a forward-looking, sustainable destination. Option 1, as recommended by Hydro One, offers the lowest lifecycle cost, the least operational disruption, and the greatest potential for future expansion, making it the most prudent choice for long-term value.

Data from the Ontario Government between Q2 2022 to Q2 2025 shows significant EV growth in local and the top 5 visitor Forward Sortation Areas (FSAs), with K0L (Local) increasing from 234 to 714 vehicles (205.1% growth) and K0M (Top 5 Visitor) from 133 to 451 vehicles (239.1% growth)¹. This charging station, enhances infrastructure to meet rising EV use, supports sustainable transportation, and positions the Township to attract visitors fostering economic benefits.

The following table summarizes the number of BEVs (Battery Electric Vehicle) and PHEVs (Plug-in Hybrid Electric Vehicle) registered in various Forward Sortation Areas (FSAs) from Q2 2022 to Q2 2025. The data includes local and top visitor FSAs, as well as the Toronto market which sees a number of seasonal residents travel from to Apsley.

Market	FSA	Q2 2022	Q2 2023	Q2 2024	Q2 2025
Local	K0L	234	351	516	714
Top 5 Visitor FSA	K9J	171	228	314	429
Top 5 Visitor FSA	K9H	98	131	202	280
Top 5 Visitor FSA	K0J	103	141	199	269
Top 5 Visitor FSA	L0A	91	139	190	252
Top 5 Visitor FSA	K0M	133	215	334	451
Toronto	M**2	14,951	22,624	30,519	39,681

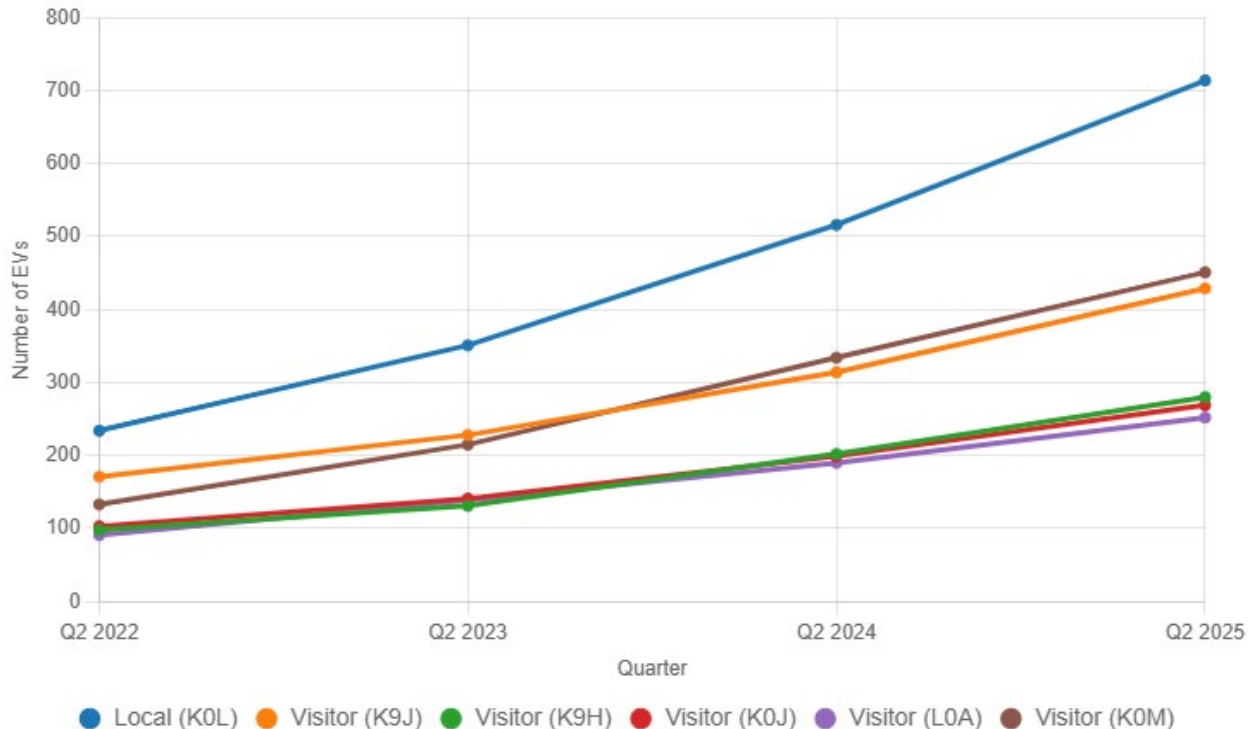
¹ Source: Electric Vehicles in Ontario – By Forward Sortation Area <https://data.ontario.ca/dataset/electric-vehicles-in-ontario-by-forward-sortation-area>. Contains information licensed under the Open Government Licence – Ontario.

² Aggregate of Toronto FSAs (M-prefix postal codes).



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The Top 5 Visitor FSA are for Domestic Day Trips to Apsley and based on the Ontario Ministry of Tourism, Culture and Gaming (MTCG) TREIM model in June 2025, with funding provided by Regional Tourism Organization 8 (RTO8).

Financial Implications:

The original 2025 capital allocation for the project was \$75,000. Based on the updated quotations and engineering details, the estimated municipal contribution is now \$135,000, inclusive of a 20 percent contingency. A 20 percent contingency is included because full electrical drawings and specific component requirements have not yet been finalized, and current pricing for site prep and paving is based on comparable projects in other areas. A full set of engineering drawings, including equipment type and layout are required for approval by Hydro One and the ESA. The estimated provincial grant contribution is \$165,000 with a total project cost of \$300,000 (rounded). This increase is attributed to actual equipment pricing, site preparation estimates, and site-specific electrical engineering requirements. Staff are recommending that the \$75,000 approved in 2025 be carried over into 2026, with an additional \$60,000 (rounded) allocated in the 2026 capital budget to complete the project.



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Staff recommend selecting FLO as the hardware supplier for the Township's EV charging equipment. FLO, one of two pre-approved suppliers under the Canoe Procurement Group, provided a comprehensive and competitive quotation for the project. Utilizing Canoe Procurement is more efficient than issuing an RFP, as it leverages pre-negotiated, trade-compliant contracts to achieve cost savings through collective buying power, significantly reduces procurement timelines, and minimizes administrative burden for Township staff. FLO's equipment, manufactured in Canada, aligns with provincial procurement policies and mitigates risks of tariff-related cost increases. Furthermore, FLO offered the most cost-effective ongoing operational pricing among the considered suppliers, ensuring long-term value for the Township.

Vendor	ChargePoint	FLO
Total Quote	\$ 206,651	\$ 208,692
Total Ineligible Costs	\$ 9,300	\$ 2,700
Estimated Design & Consulting Costs (TBC)	\$ 10,000	\$ 10,000
Estimated Site Work Cost (Grading, paving, TBC)	\$ 40,000	\$ 40,000
Sub-Total	\$ 265,951	\$ 261,392
Contingency (20%)	\$ 39,893	\$ 39,209
Total ChargeON reimbursement (from Quote)	\$ 148,013	\$ 154,494
Total Estimated ChargeON Eligible Costs	\$ 305,844	\$ 300,601
Grant (Level 2) Cap	\$ 15,000	\$ 15,000
Grant (Level 3) Cap	\$ 150,000	\$ 150,000
Total Max Grant	\$ 165,000	\$ 165,000
Total Estimated Municipal Contribution	\$ 140,844	\$ 135,601
Total 2025 Capex Budget	\$ 75,000	\$ 75,000
Additional Budget Request for 2026	\$ 65,844	\$ 60,601
Additional Budget Request for 2026 Excluding Contingency	\$ 25,951	\$ 21,392

In addition, staff propose that the Township implement a fee-for-service model for the EV charging stations. A price per hour would be established for both Level 2 and Level 3 chargers, ensuring that operational costs associated with providing the service are recovered and that the system remains financially sustainable while serving the community.

Strategic and/or Other Plans:

Township of North Kawartha 2023-2026 Strategic Plan

Strategic Plan – 1 Infrastructure – Investments in Municipal Infrastructure

Strategic Plan – 2 Economy – Guide economic growth for a sustainable community



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Strategic Plan – 4 Environment – Protect and enhance the environment

Township of North Kawartha 2023-2026 Strategic Economic Development Plan

- Development
- Infrastructure
- Economic Diversification

In Consultation With:

Connie Parent, Clerk

Gary Gerald, Director of Parks and Recreation

Jason Post, Public Works Manager

Judy Everett, Treasurer

Alana Solman, CAO

Attachment(s):

None