



# Making All New B.C. Homes EV-Ready

Policy Roadmap

January 2026





## Purpose and process

This roadmap was prepared by Clean Energy Canada and the Community Energy Association as part of the *Home Is Where The Charge Is* project. This project was made possible by a generous contribution from BC Hydro.

The purpose of this project is to inform the development and implementation of a potential province-wide 100% EV-readiness requirement for all new residential buildings (those covered by Part 3 as well as Part 9 of the BC Building Code).

The contents of this roadmap were shaped through a review of existing literature on EV-readiness in residential buildings, as well as extensive engagement with relevant stakeholders.

Over the summer of 2025, interviews were conducted with 48 different stakeholders within British Columbia local governments, the EV and charging sector, building owners and developers, power utilities, and policy experts. A list of interviewees can be found in Appendix A. Insights from these interviews informed a paper that was used to guide discussions that took place over two online dialogue sessions with a subset of stakeholders held in October 2025. This roadmap was developed using the stakeholder perspectives gathered in those sessions and the consensus recommendations that emerged from them.

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### Dialogue participants

This report and its recommendations reflect a broad consensus coming out of two October 2025 dialogue sessions. However, not every participant has formally endorsed each specific recommendation or assertion. Dialogue participants included (some participants requested to remain anonymous):

- Robyn Webb, BC Hydro
- Asad Siddiqui, Bosa Properties
- Travis Allan, Canadian Charging Infrastructure Council
- Suzanne Goldberg, Chargepoint
- Chris Ray, City of Kelowna
- Alex Thumm, City of Nelson
- Leslie Ng, City of Vancouver
- Joanna Kyriazis, Clean Energy Canada
- Megan Lohmann, Community Energy Association
- Danielle Wiess, Community Energy Association
- Daniel Fish, North Coast Regional District
- Freya Phillips, Regional District of Kootenay Boundary
- Melissa Williams, Technical Safety BC
- Meredith Hamstead, thinkBright Homes Ltd.
- Odessa Cohen, Town of Summerland
- Michelle Bastin, Qualico

# CONTENTS

<b>2</b>	<b>Recommendation</b>
<b>3</b>	<b>Why new homes should be EV-ready</b>
<b>5</b>	<b>Why a province-wide requirement</b>
<b>8</b>	<b>Key considerations for designing a province-wide EV-readiness requirement</b>
8	1. Addressing cost concerns
9	2. Ensuring electrical infrastructure is ready
9	3. Building up enforcement capacity
10	4. Enhancing knowledge among builders and designers
10	5. Accommodating regional concerns
<b>11</b>	<b>An EV-readiness requirement</b>
<b>12</b>	<b>The roadmap</b>
13	Step 1: Set up an advisory committee
13	Step 2: Integrate EV-readiness into B.C.'s energy planning
14	Step 3: Complete an Impact Assessment
15	Step 4: Complete a legal review of the regulatory options
16	Step 5: Launch a stakeholder consultation
17	Step 6: Publish early guidance and a communications plan
18	Step 7: Provide technical guidance on implementation
18	Step 8: Provide capacity building and skills training
19	Step 9: Provide ongoing support and review implementation
<b>20</b>	<b>Appendix A: List of interviewees</b>
<b>21</b>	<b>Appendix B: Overview of existing EV-readiness requirements in B.C.</b>
<b>24</b>	<b>Appendix C: Potential instruments for a province-wide EV-readiness requirement</b>
<b>26</b>	<b>Endnotes</b>

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# Recommendation

The Government of British Columbia should implement a province-wide 100% EV-readiness requirement, meaning all new Part 9 residential buildings are constructed with at least one EV-ready parking space per dwelling unit and 100% of residential parking spaces (excluding visitor parking) are EV-ready in all new Part 3 residential construction.

## A province-wide 100% EV-readiness requirement can:

- ✓ **Prevent costly retrofits:** The cost of EV-ready retrofits is three to four times higher than including the necessary infrastructure at the time of construction.
- ✓ **Harmonize existing requirements to reduce administrative burden:** Across the province, 33 local governments have some form of EV-readiness requirements in place, representing about 79% of B.C.'s population.
- ✓ **Adopt best practices across the entire province.**
- ✓ **Provide equitable access to cost-saving EVs:** Driving electric can save households thousands of dollars per year on transportation costs, especially in communities with longer average driving distances. However, under the current system of municipal EV-readiness requirements, residents in some communities, especially in more rural or northern parts of B.C., are less likely to have access to at-home EV charging infrastructure than in other communities.
- ✓ **Enable EV-readiness in communities that face capacity challenges.**
- ✓ **Enable more efficient energy usage and better planning for utilities:** Help utilities plan for the incoming EV-charging load, use at-home EV charging as an adaptable load, and ultimately provide downward pressure on rates.



An EV-ready parking space must include an energized electrical outlet installed adjacent to the parking space, with sufficient electrical capacity to support a **Level 2 charger without requiring additional electrical upgrades.** Where an electric vehicle energy management system (EVEMS) is implemented, load management or load sharing capabilities may be used to help reduce incremental load requirements.





# Why new homes should be EV-ready

**Electric vehicles (EVs) are one of the best ways British Columbian families can save money.** Clean Energy Canada research shows that an EV owner in B.C. can save thousands of dollars annually compared to owning an equivalent gas car.<sup>\*1,2</sup> EVs are also a key climate solution, cutting carbon in B.C.'s highest emitting sectors and improving air quality in communities across the province.

In 2024, EVs made up 23% of new vehicles sold in the province, significantly higher than the national average of 15%.<sup>3</sup> This progress is partly due to the province's leadership in EV adoption, including by offering one of the longest-running EV purchase rebate programs in Canada (2011-2025), setting mandatory ZEV sales targets through B.C.'s Zero Emissions Vehicle Act, and providing funding for home and public charging infrastructure.<sup>4</sup> Despite signals that B.C.'s ZEV sales targets may change, any new building constructed today will still likely see most of its parking spots filled with EVs in its lifetime given the momentum that EV adoption has already set in motion.

Although EV drivers can charge using public charging stations while at work or while visiting commercial spaces, owning an EV is most affordable and convenient when you can do so at home—plugging in at night to

wake up to a fully charged vehicle. At current electricity rates, charging at home is about three times cheaper than public charging in B.C. (and approximately four times cheaper than filling up with gas).<sup>\*\*</sup>

It is therefore unsurprising that 96% of current EV owners have access to at-home charging and over 80% of EV charging happens at home.<sup>5</sup> Yet, some groups are more likely to face barriers to at-home charging and, in turn, face barriers to conveniently and affordably owning an EV.

Across the province, renters and apartment dwellers are less likely to have access to home charging due to the lack of control over their living space, as well as the high costs and complexity of retrofitting multi-unit residential buildings to install charging.

<sup>\*</sup> Assuming 88% of charging is done at home, based on estimates from the U.S. National Renewable Energy Laboratory. <sup>1</sup>

<sup>\*\*</sup> Public DCFC (Direct Current Fast Charging) prices averaged \$0.39/kWh across British Columbia compared to residential electricity prices of \$0.06-\$0.18/kWh depending on the province and time of charging, based on data analysis sourced from [Transport Canada](#) and the [Canada Energy Regulator](#).

Apartment dwellers are also likely to be younger. In Metro Vancouver, for example, three out of five (60%) people aged 20 to 44 live in apartment buildings compared to half (49%) of those over 44. Younger people are also generally more interested in EVs: 77% of those aged 18 to 44 are inclined to go electric according to a recent Clean Energy Canada survey of Metro Vancouver residents, compared to about 62% of those aged 45 and older.<sup>6</sup> **In short, Canadians with the most interest in EVs are also those most likely to face the barrier of not having access to home charging.**

On the other hand, drivers outside of urban areas commonly commute over longer distances and would therefore benefit even more from the fuel cost-savings that EVs provide. With fewer new homes being built in these areas, it's even more important to ensure new homes are equipped with the infrastructure required to install EV chargers and make it easier for B.C. households to make the switch to an EV.

**Ensuring any parking spaces in new homes (both apartment buildings and single-family homes) are EV-ready will save homeowners and tenants from having to undergo expensive retrofits in the future.** Research has shown that equipping a new parking space with the electrical infrastructure for an EV charger is three to

four times cheaper than upgrading an existing one.<sup>7</sup> In one study, the cost to make parking 100% EV-ready in a multi-unit residential building was estimated at \$6,731 per stall in a retrofit scenario and \$1,837 per stall in a new construction scenario.<sup>8</sup> One B.C. municipality in our interviews noted approximate retrofit costs of roughly \$15,000 per EV parking space across 14 building retrofits.

EV-readiness can also cut costs system-wide. Modelling studies for the City of Vancouver and Natural Resources Canada showed that EV-readiness, together with retrofits in existing multi-unit residential buildings, could cut the need for public charging in half.<sup>9,10</sup> And when drivers charge their cars overnight, it can help shift electricity demand away from peak hours, helping to defer or avoid investments in new electrical grid infrastructure. Utility stakeholders in our interviews also reported that EV-readiness can help establish realistic expectations of service sizes for new developments that will accommodate future EV charging loads and to plan ahead, setting an expectation for how and where EV infrastructure should be deployed. Many utilities are starting to think about how EV charging, especially in larger parking garages, can function as an adaptable load, reducing demand at peak times.

## EV-ready versus EV-capable

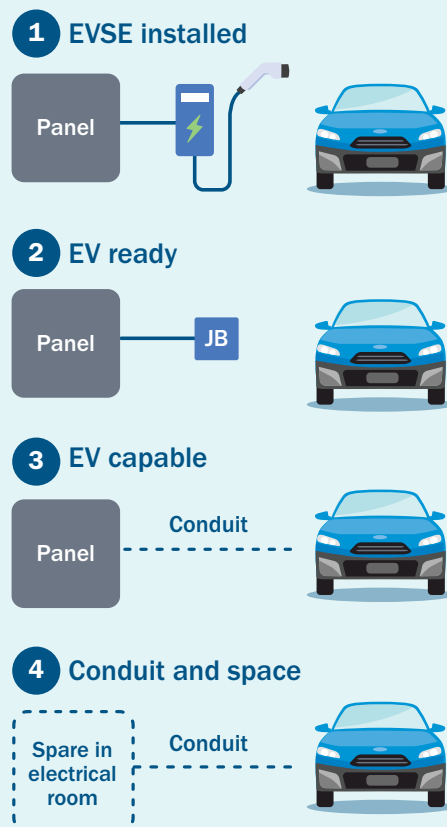
The roadmap recommends a provincial requirement for all new residential buildings to be “**EV-ready**.” This does not mean that all parking spots in new buildings must come with an EV charger already installed, but it does mean having all of the infrastructure ready for one to be installed in the future.

An **EV-ready** parking space is a parking space with an adjacent energized electrical outlet capable of providing Level 2 charging. This can be in the form of a junction box or a receptacle.

Other definitions that have been used in municipal requirements or have been suggested are “**EV-capable**” or “**Conduit and space**” requirements. However, these do not ensure that EV charging can be cost-effectively installed without additional retrofits.

“**EV-capable**” parking spots are defined as having electrical conduit between the parking space and a nearby panel with electrical capacity available on that panel. Branch circuit wiring would need to be installed post-construction.

“**Conduit and space**” requirements mean a parking space is served by an electrical conduit between the parking space and an electrical room, and space is reserved in an electrical room for the future installation of the electrical equipment needed to provide power to charge EVs. This provides minimal futureproofing, and still requires a likely costly retrofit to install charging.





# Why a province-wide requirement

## The current municipal patchwork

British Columbia local governments have emerged as leaders in requiring EV-readiness through local bylaws, with many communities adopting requirements for EV-ready or EV-capable infrastructure in new residential developments. The approaches vary, but it's trending toward requiring all new residential parking spaces to be EV-ready at the time of construction. Most local governments include requirements for both multi-unit residential buildings and single- or two-unit buildings. Across the province, **33 local governments have some form of these requirements in place, representing 79% of B.C.'s population.**<sup>11</sup>

**Most stakeholders interviewed for the purpose of this roadmap in communities with EV-readiness bylaws reported that implementation has been smooth.\*** Many of the developers interviewed said that requirements were not a challenge to comply with, with one developer saying it was “not that big of a deal” to make new projects EV-ready. Several utility stakeholders mentioned having experience with how costly and challenging (even “sometimes impossible”) EV charging retrofits down the road can be, and felt a “proactive approach of EV-readiness” would be preferable. Municipal staff reported they had received little or no feedback, concerns, or complaints from developers since these requirements were adopted.

Several local governments had commissioned research to understand the costs of EV-readiness in new construction, and the potential demand for charging depending on various factors such as projected uptake and trip length. Dunskey Energy + Climate Advisors has also published a best practice guide for local governments.<sup>12</sup>

**However, stakeholders interviewed also recognized the patchwork nature of bylaw requirements within their regions.** Divergence emerged where jurisdictions either acted in advance of best practices or deviated from recommended approaches. They noted the potential confusion that a patchwork of regulations can create for developers that work across municipal boundaries. **Developers who work across different local jurisdictions pointed out that the lack of harmonization constituted a significant challenge.** They have to spend time or rely on external consultants to discern what exact requirements apply in each community, adding costs to or even delaying development. Having slightly different requirements in each community also makes it difficult to reuse building designs, which inhibits scalability. Several of the developers interviewed used the phrase “death by a thousand cuts” to illustrate how several regulations coming in at the same time are impacting their business.

\* As part of the development of this roadmap, interviews were conducted with staff from 16 municipalities and 4 regional districts in B.C., of which eleven had implemented EV-readiness bylaws, as well as 12 different development and homebuilding companies and five utility companies.



## Implementation challenges

A research project led by staff from different local governments called *Charged and Ready: EV-Ready Residential Building Experiences in BC*, was recently completed to evaluate the effectiveness of existing municipal EV-readiness requirements through surveys of residents and strata council members, property managers, local governments, building officials, and building professionals like engineers and electricians.<sup>13</sup> They found that the majority of EV drivers living in EV-ready homes reported high satisfaction with their access to charging. However, implementation gaps were found to have led to challenges with infrastructure design, installation and compliance. In some cases, charging accessibility was still lacking in buildings

that were supposed to be EV-ready. This was often the case where buildings were built to less than 100% EV-readiness or to be “EV-capable” rather than EV-ready, resulting in residents not having full access to an EV-ready spot or still facing prohibitive retrofit costs. Gaps and oversight in implementation also led to missing infrastructure or inadequate electrical capacity.

Additionally, they found that residents and strata corporations lack knowledge, including on what “EV-ready” means (with residents sometimes expecting EV chargers to have been installed) and costs that may occur from having the charger itself installed.

## How a province-wide requirement could help

A standardized, province-wide approach with due attention to the design of the requirement and localized implications has the potential to be a cost-saving measure for future residents, as well as easing compliance for developers. The opportunities of a province-wide requirement include:

- ✔ **Harmonization eases implementation:** Throughout the interviews, stakeholders overwhelmingly supported the idea of standardization—not a “patchwork of requirements”—and that they “would love to have the same rules across the board.”
- ✔ **Opportunity to adopt best practice across the board:** Local governments that adopted EV-readiness requirements more recently have had the opportunity to learn from earlier experiences. A provincial rule can bring together these lessons learned and ensure best practice is adopted across the province.
- ✔ **Equitable access to cost-saving EVs:** Driving electric can save households thousands of dollars per year on transportation costs, especially in communities with longer average driving distances. However, under the current system of municipal EV-readiness requirements, residents in some communities are more likely to have access to at-home EV charging infrastructure than in other communities.
- ✔ **EV-readiness in communities with lower governing capacity:** Staff from some regional districts in particular mentioned capacity challenges to develop a policy like EV-readiness, for example because the region is covered by multiple zoning bylaws that would each require consultation and engagement or because some local governments have only very small teams or no planners at all. Interviewees from some regional districts said they would therefore appreciate requirements coming from the province.
- ✔ **Enabling more efficient energy usage and better planning for utilities:** A standardized EV-readiness requirement across the province can help utilities plan better for the EV-charging load coming online. Moreover, managed at-home EV charging can function as an adaptable load, reducing demand at peak hours or even functioning as a distributed energy resource in the future. Altogether, this could provide downward pressure on rates.





## The EV energy management opportunity

The use of an EV energy management system (EVEMS) can lower the required capacity of the electrical service for EV charging, especially in larger parking lots, saving significant costs for developers.

Instead of providing the electrical service for a car in every spot to charge at full speed at the same time, an EVEMS allows multiple chargers to share electrical capacity. Since most drivers will park their car in the evening with a partially charged battery and only need it fully charged by morning, there is enough time for multiple cars to be fully charged at various shifts. An EVEMS can limit EV charging and ensure that capacity limits are not exceeded. In the future, EVEMS can also help shift the electricity demand from EV charging to flatten peak electricity demand and build a more resilient and efficient electricity system.

There are a variety of EVEMS control strategies and associated electrical configurations. Some are predicated on using networked chargers that can communicate to “throttle” loads up and down to stay within a set limit.<sup>14</sup> Others involve switching branch circuits to chargers on or off when required. An EV-readiness requirement can allow for different technologies by being output-based and including minimum charging performance requirements, depending on how many vehicles share a circuit or panel. An example is shown in the table to the right. The minimum performance is based on calculations of what would be needed for all cars to sufficiently charge overnight.

Example of a capacity requirement table for EVEMS

Circuit breaker amperage	Maximum number of electric vehicles
20A	1
30A	2
40A	4
50A	5
60A	6
80A	10
100A	12
200A	25
400A	50





# Key considerations for designing a province-wide EV-readiness requirement

Through 48 expert interviews and a review of the existing literature, we have identified five main areas that the implementation of a province-wide EV-readiness requirement should be attentive to: matters pertaining to cost, electrical infrastructure, enforcement, knowledge, and regional concerns.

## 1 Addressing cost concerns

The most commonly raised concern by stakeholders was that EV-readiness would add additional cost to residential construction. However, upfront costs may be less of a barrier than they are perceived to be, especially when factoring in avoided costs down the road.

**Research and experience shows that the estimated cost for making parking in low-rise (Part 9) construction EV-ready is negligible, whereas estimates for the cost for larger parkades in high-rise developments have ranged between \$600 (estimate from 2017) to \$1,500 (estimate from 2021) per parking spot.<sup>15,16</sup>** An updated costing study may be needed as these estimates were conducted a few years ago. Interviewed developers who had experience with EV-

ready, high-rise construction also cited a cost of around \$1,000 per parking spot for the electrical infrastructure. Those who went beyond EV-readiness and had fully installed EV charging stations in new buildings indicated a somewhat higher cost, with most of them receiving subsidies from the federal or provincial government and passing the rest of these costs on to prospective buyers.

Higher costs may arise where electrification of parking spots contributes to a larger required panel size or upgrading of electricity distribution infrastructure, although in most cases it is a combination of factors (such as electrification of heating and other building systems) that lead to a need for upgrades.

Some developers mentioned that EV-readiness requirements would impact their bottom line, while others said they were afraid adding additional costs would prevent them from building housing at a price people could afford. On the other hand, most stakeholders conceded that within the lifetime of any building built today, EV charging would likely be required, as either the first or a later resident of the home is likely to own an EV given projected uptake.

Interviewees also offered policy design options that may reduce cost concerns. One option would be to remove parking minimums to alleviate cost pressures from developers. Another would be to build an exemption clause into a requirement that provides the possibility for an exemption if the cost of EV-readiness for a development would exceed a set amount. Finally, some stakeholders suggested financial support from the province for costs related to EV infrastructure.

## 2 Ensuring electrical infrastructure is ready

A second issue to be attentive to is the electrical infrastructure needed to comply with EV-readiness requirements. Developers in particular were concerned that electrical utilities may not be able to supply the required power or to connect new buildings to the grid. Although utilities did not share this concern, some areas of the province have recently experienced delays in getting new developments online. However, interviewees from utilities pointed out that this particular case as well as other grid constraint issues were not a direct consequence of EV-readiness, but part of the broader need to build out the grid to respond to growing household electricity demands. Northern communities also shared concerns regarding long-term regional and provincial demand, and available power supply. Utilities are responding to these concerns by updating their planning processes, encouraging efficiency, and bringing new generation online.

**Energy management systems can help avoid unnecessary overbuilding of electricity infrastructure.** In single-detached homes, a panel upgrade is often not required when an energy management system is used. The possibilities are even greater for multi-unit residential buildings, where multiple chargers on the same circuit or panel can be used to diversify the load and therefore use a smaller panel size or power supply.

A separate challenge arises for remote communities that are not connected to the provincial electricity grid, for example communities that use diesel generators. In these communities, some stakeholders said it can be hard to imagine that EV-charging infrastructure will be commonly used in the foreseeable future and that providing charged outlets in all parking spaces may feel like a waste of scarce resources. However, as the province moves toward its goals to transition away from diesel in remote communities, it is important to consider the decades ahead in which buildings built today will still be occupied.

## 3 Building up enforcement capacity

Local governments with EV-readiness requirements have faced some challenges with implementation and enforcement of these requirements, often lacking insight into the experiences of residents of EV-ready buildings. Some also ran into challenges when local building officials lacked the knowledge to monitor compliance, since electrical work is outside of the scope of building officials. In one case, the local utility took over compliance monitoring since building inspectors did not have the requisite knowledge.

**A province-wide requirement, too, would have to consider how compliance is ensured and whether there is the required technical knowledge and capacity for enforcement.** If a requirement was incorporated into the BC Building Code, for example, compliance would still rely on local building officials. These officials have a wide range of responsibilities and can be selective in what parts of the code they actually enforce. Generally, they are not trained to look at electrical work specifically. As definitional language for EV readiness has now been adopted into the Canadian Electrical Code, electrical engineers, contractors, and inspectors will also be responsible for ensuring compliance where EV readiness is required.



## 4

## Enhancing knowledge among builders and designers

A lack of knowledge can also cause inefficiencies on the side of developers. Interviewed experts brought up concerns about a lack of experience with EV charging among trades and designers, leading to inconsistent implementation and potential additional costs down the road. One risk identified in particular was that electrical designers and contractors may overlook the opportunities for energy management systems and overbuild the electrical work, leading to needless costs for the developer, building owner, and the utility. For example, if an electrical designer puts in 20-Amp service for each parking spot in a multi-unit residential building (MURB) to comply with EV-readiness

requirements, where a shared 80-Amp branch circuit for ten cars with EVMS could have sufficed. The transition of development from the initial electrical designer, to the general electrical contractor, to the electrician responsible for EV-ready component finishing can lead to a breakdown of communication and intent of the original design and requirements. Implementation of a province-wide EV-readiness requirement should therefore pay due attention to training and capacity development among designers and builders, especially in communities that do not have a local EV-readiness requirement in place yet.

## 5

## Accommodating regional concerns

Stakeholders from more remote or northern communities raised a distinct set of concerns. Public fast-charging infrastructure is not yet as built-out as it is in more population-dense regions, and people are likely to travel longer distances, leading to concerns about the suitability of EVs and consequentially lower uptake. Some also pointed to the fact that their communities are off-grid and rely on diesel generators. A province-wide EV-readiness requirement may need to provide exceptions or carveouts for some of these communities.

On the other hand, more ambitious municipalities raised some concern that a province-wide requirement may result in the “lowest common denominator,” undoing some of the work they had done. A province-wide requirement should therefore adhere to best practice and leave room for local governments to have options in sectors not covered by the provincial EV-readiness requirement, such as commercial buildings. If a provincial requirement were to mandate lower ambition than best practice, for example less than 100% of spaces being EV-ready, it should not supersede more ambitious local requirements.





# An EV-readiness requirement

This roadmap provides concrete steps for the government of British Columbia to implement a requirement for all new residential construction to be EV-ready. Based on the consensus reached in our stakeholder engagement, we define such a requirement as follows:

“In all new Part 9 residential buildings, at least one parking space per dwelling unit shall be provided with an energized outlet installed adjacent to the space, for the purpose of EV charging. The energized outlet shall be capable of supporting connection of Level 2 charging.

“In all new Part 3 residential buildings, each residential parking space, excluding visitor parking, shall be provided with an energized outlet installed adjacent to the space, for the purpose of EV charging. The energized outlet shall be capable of supporting connection of Level 2 charging.

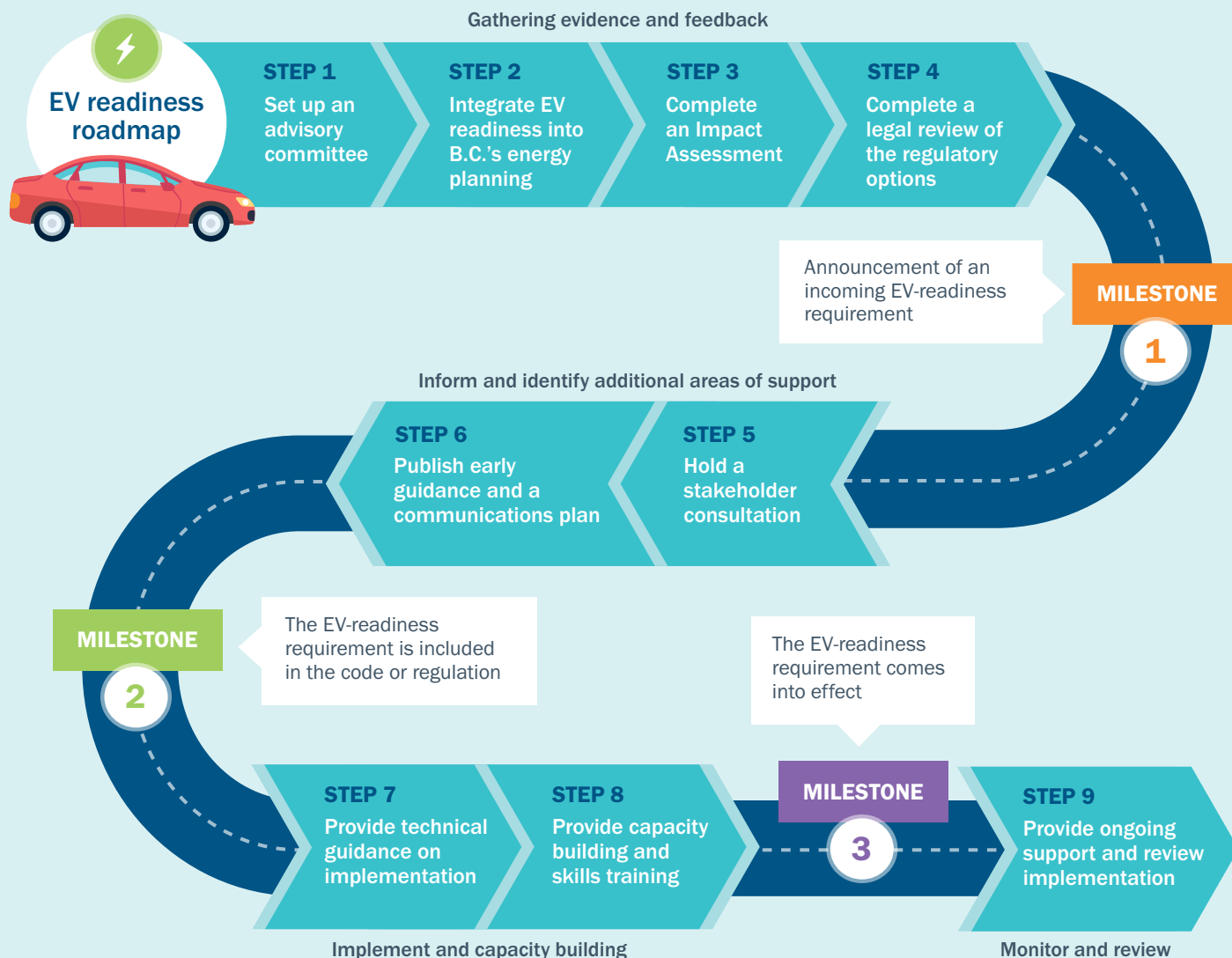
“Where an electric vehicle energy management system (EVEMS) is implemented, load management or load sharing capabilities may be used to help reduce incremental load requirements. [The relevant authority\*] may specify minimum charging performance requirements and management guidelines for designs using an EVEMS.”

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\* The relevant authority would depend on the instrument selected to implement this requirement as detailed in sections below.

# The roadmap

Based on interviews and through two dialogue sessions with stakeholders, consensus was built on a roadmap to a province-wide EV-readiness requirement. This roadmap consists of nine steps:



Early steps are centered on gathering feedback and evidence to design an EV-readiness requirement with broad support that fits with B.C.'s existing economic and energy objectives.

After announcing the forthcoming requirement, the province should inform developers and practitioners in the sector about incoming changes and identify which regions in B.C. may require additional support or exceptions.

After the requirement becomes regulation, the province should focus on capacity building, by providing detailed technical guidance and opportunities for relevant practitioners to upskill prior to the requirement coming into effect. Finally, the province should provide ongoing support and monitor the impact of the requirement and adjust the policy as needed.

Steps within each stage can also be completed concurrently to more efficiently move toward a province-wide EV-readiness requirement.



## STEP 1

### Set up an advisory committee

As a first step toward province-wide EV-readiness in all new residential construction, the provincial government should establish an advisory committee. This committee can help define the requirement, create buy-in among local governments and the construction sector, and provide guidance on successful implementation including helping set the terms for the impact assessment and consultation, and making recommendations on any supplemental measures required such as issuing technical guidance, education and training materials, and community outreach.

The ongoing successful implementation of the BC Energy Step Code highlights the value and importance of advisory input and stakeholder engagement on progressive code changes. In the case of the step code, a working group was established to develop a set of technical, stakeholder-specific implementation recommendations.<sup>17</sup> This early engagement prepared stakeholders for incoming changes. Voluntary Step Code adoption in the province has been successful, and the industry's transition in response to the code changes has been smooth. The Energy Step Code requirement had a significantly larger scope than the proposed EV-readiness requirement. A similar but substantially condensed approach is therefore recommended for the EV-Readiness Roadmap.

The advisory group may choose to use this roadmap as a starting point and confirm or refine the proposed steps herein. The following is a draft list of stakeholders to consider including in an advisory committee.

- Architectural Institute of British Columbia
- Association of Professional Engineers and Geoscientists of British Columbia
- Building and Safety Standards Branch
- BC Utilities Commission (BCUC)
- BC Hydro
- FortisBC
- Technical Safety BC (TSBC)
- Building Officials Association of British Columbia (BOABC)
- Canadian Home Builders Association of British Columbia
- Community Energy Association
- Canadian Charging Infrastructure Council
- Plug In BC

It is recommended that the coalition be provided with a tight mandate and term to make a complete set of recommendations prior to the announcement of the intention to implement an EV-readiness requirement.

## STEP 2

### Integrate EV-readiness into B.C.'s energy planning

EV-readiness should be part of the province's broader efforts to strategically electrify its building, transportation, and industrial sectors. Electrification of households and industries can reduce emissions and costs, but this requires a well-coordinated approach as well as integrated resource planning to avoid overloading the electrical grid or overbuilding associated infrastructure. Getting energy planning right for an electrified future will be a long-term, ongoing effort. It is important to start on this early on, which is why it is included as an early step in the roadmap. However, the province can proceed with subsequent steps while efforts to integrate EV-readiness into B.C.'s energy planning are still underway.

Once finalized, utilities and the BCUC should use the province-wide EV-readiness requirement to update demand projections and integrated resource plans. Without smart energy management, EV-readiness and electrification generally can lead to unnecessary cost increases, such as when homes are built with needlessly large service sizes. EV energy management systems can help to not overbuild panels and infrastructure, and thereby avoid potential costs. Under the BC Electrical Code,\* an EVEMS capable of service monitoring may be used to avoid an electrical service upsizing. There are many EVEMS capable of service monitoring on the market today, with configurations applicable for all types of homes, including single-family, multiplexes, and

\* Subrule 8-106 (11)

mid- and high-rise apartments. Additionally, allowing a whole-home energy management system to be used in calculations could extend opportunities for load management in Part 9 buildings. In Ontario, the updated electrical code was recently updated to allow any type of energy management system to be used to reduce required panel sizes.<sup>18</sup>

In parallel with adopting a province-wide EV-readiness requirement, the provincial government should therefore also start work on the following:

- Make EV-readiness part of integrated resource planning (in collaboration with BCUC) and any modelling of public charging needs; and
- Update codes and standards to allow for optimized use of energy management systems, including by following Ontario's example in amending subrule 8-106 of the electrical code to allow any type of energy management system.

## STEP 3

### Complete an Impact Assessment

While the cost implications of EV-readiness in new residential construction has been raised as a concern, the government can help provide the basis for evidence-based decision making by ensuring that they are using a full set of data, including the cost of continuing in the current status quo. While adding the necessary electrical infrastructure to a building can raise construction costs, it is estimated to be three to four times less costly than adding that same infrastructure during a retrofit. In the long term, making new homes EV-ready from the start will therefore save on cost. A provincial impact assessment can help estimate the cost implications and assess other impacts of a province-wide EV-readiness requirement, which will lead to more evidence-based discussions, inform other supplementary measures that might be needed to ensure implementation is successful, and build greater support among stakeholders.

Several local governments—including the cities of Kamloops, Richmond, Vancouver, North Vancouver, and Abbotsford—have commissioned studies to understand EV readiness, local infrastructure costs, and opportunities associated with EV readiness.<sup>19–23</sup> While results illustrate the significant cost savings of including EV-readiness in new construction, these are focused on distinct urban locations. Dialogue and interview participants noted that more information on costing in other B.C. jurisdictions and outside of urban locations would support better decision making and community support. In Quebec, a Regulatory Impact Analysis anticipated an expected cost of EV readiness regulations at roughly \$785 million over five years

(\$157 million per year).<sup>24</sup> However, the cost of not implementing this requirement and therefore dealing with retrofit scenarios was estimated at \$1.6 billion over the same time period, translating to net savings of roughly \$815 million. And this analysis did not include the significant fuel cost savings drivers would also enjoy if they could more easily adopt and charge their EVs at home.

The provincial government should complete a province-wide assessment, including:

- Cost impacts for building developers to include EV-readiness in different building types, with particular attention to regionalized cost impacts;
- Projected cost savings compared to retrofitting buildings, based on estimated construction rates from today until 2035;
- Electric load and peak impact scenarios with different levels of energy management systems and load sharing;
- Estimated cost savings for reduced reliance on publicly funded charging infrastructure (e.g. publicly available DCFC and Level 2 charging); and
- Estimated co-benefit impacts of EV-readiness, including for public health, climate change mitigation, resilience benefits, and long-term cost-savings for drivers.



## STEP 4

## Complete a legal review of the regulatory options

In addition to understanding cost impacts in more detail, the provincial government should undertake a legal review to understand the best instrument to implement an EV-readiness requirement. Several regulatory instruments could be appropriate: the BC Building Code, BC Electrical Code, or a separate construction regulation.

A legal review should come to a recommendation on the most appropriate instrument, considering the following:

- Ease of implementation and standardization.
- Statutory authority of the instrument and whether any modification of the statutory basis would be required.
- Minimizing burden on local governments and the development community.
- Enforcement responsibility and capacity.
- Whether the instrument can adequately accommodate regional differences and needs.
- Whether the instrument can adequately accommodate potential future EV-readiness policies (such as an extension to non-residential parking), and if not, what other approaches could support such an extension.
- Effectiveness and comprehensiveness of coverage.
- Ability to cover both physical and energy performance requirements.

### Which policy instrument should be used to implement an EV-readiness requirement?

Several policy instruments were weighed during interviews and the dialogue sessions to understand where a province-wide EV-readiness requirement could and should live. Although no definitive consensus was reached on a preferred instrument, participants could see three potential options, each with their advantages and disadvantages.

- 1 The BC Building Code (BCBC)**, which is based on the National Model Codes, regulates issues including safety, health, accessibility, fire, structural protection, and energy and water efficiency in new construction. Participating stakeholders who thought the BCBC would be a good instrument for EV-readiness agreed that it was an intuitive place to place the requirement, as the changes required would involve considerations for building design and could be integrated into the building permitting process. This would reduce the administrative burden on changes at the local level, avoid local politicization, and would be immediately actionable. The province of Quebec has already incorporated EV-readiness into its construction code for Part 9 buildings and is currently in the process of adding EV-readiness requirements for Part 3. However, Quebec's construction code combines its building and electrical codes, which is not the case in many other provinces, including B.C. Other participating stakeholders were more skeptical of this approach for B.C. and pointed to the fact that the building code does not traditionally address parking or electrical power requirements.
- 2 The BC Electrical Code**, which is based on the Canadian Electrical Code, regulates electrical safety issues. Proponents of this approach have pointed

to the fact that its development and enforcement by electrical experts would ease implementation. However, others argued EV-readiness requirements would be going beyond the typical scope of the electrical code. Efforts have already been made at the federal level to incorporate EV-readiness into the Canadian Electrical Code. Recently, definitional language was added to the code, specifying that EV-readiness means a branch circuit within two metres of each parking spot. However, this change does not impose any requirement for new buildings to be EV-ready.

- 3 A separate construction regulation could also be used to require EV-readiness without needing to work within code cycles.** This would allow for faster implementation and would leave flexibility for its scope, application and enforcement mechanisms. On the other hand, some stakeholders pointed to “exhaustion in the building sector with code-adjacent regulations,” arguing that these lead to unpredictability. The Solar Hot Water Ready Regulation 101/2011 in B.C. is an example of this approach.

A zoning bylaw mandate was also considered as an option to ease implementation for local governments with existing requirements in bylaws. However, participating stakeholders decided it was a less desirable option due to the high administrative effort that would be required by local governments to write and adopt a new bylaw, and introducing a mandate potentially infringing on local government jurisdiction. A summary of the advantages and disadvantages of each remaining policy instrument option are outlined in Appendix C of this report.



## MILESTONE

1

### Announce the intention to implement a future EV-readiness requirement

After sufficient evidence has been collected and stakeholder advice has been offered, the province should announce its intention to implement an EV-readiness requirement and begin a formal public consultation process. Stakeholders participating in the dialogue sessions broadly agreed that an EV-readiness requirement could come into force in 2027 or 2028. Given that many parts of the province are already covered by local government requirements, this would leave sufficient time for knowledge sharing and capacity building in newly covered parts of the province. An announcement should occur well before the date the policy comes into effect to provide ample time for all affected stakeholders to prepare.



## STEP 5

### Launch a stakeholder consultation

After publicly announcing the intention to implement a province-wide EV-readiness requirement for all new residential construction, the provincial government should invite feedback on implementation through a public consultation.

Questions that should be addressed during the consultation include:

- Is there a need for additional flexibility for specific building types or regions? These could include a carveout for off-grid communities or exceptions for new developments that would require a major electrical service upgrade to realize EV-readiness.
- How should performance standards for EVEMS be determined? The minimum capacity to be delivered through an EVEMS is usually determined based on estimates of daily commute distances, yet commutes may vary by region. A provincial requirement could set performance standards based on province-wide averages or have differentiated minimum requirements per region or based on an urban/rural distinction.
- How should existing local government requirements be reconciled with a new province-wide requirement, especially if existing ambition is greater? For example, some local governments such as the City of New Westminster have implemented requirements for commercial buildings to have minimum EV-readiness requirements as well.<sup>25</sup> Broadly voiding their bylaw requirements in place of a provincial policy would erase ambition in that sector.
- What supplementary policies or resources would be necessary to ease the implementation of the EV-readiness requirement? For example, partnerships with organizations such as the TSBC and BOABC can help to provide skills training and technical guidance for developers and all professions that work to build and implement the charging infrastructure to meet the regulation.



## STEP 6

### Publish early guidance and a communications plan

Successful implementation of a province-wide EV-readiness requirement will depend on clear, consistent guidance to support local governments, builders, inspectors, and electrical professionals. The existing mosaic of requirements in B.C. created documented issues with lack of communication between design and contracting professionals, and inspection authorities. A coordinated approach to education and communication through webinars, training sessions, and a practical design guide will help ensure that all parties understand the requirements and how to meet them efficiently.

Early guidance should clearly explain the requirements, enforcement responsibility, and impacts on stakeholders. For instance, the interaction between new provincial and existing local requirements should be discussed, including required adjustments to existing municipal bylaws once a provincial policy is in place. A dedicated **Local Government Implementation Guide** could serve as a bridge, clarifying administrative processes, outlining enforcement responsibilities, and identifying best practices for integrating the new requirements into permitting and inspection workflows. Specific attention should be paid to how enforcement will function in jurisdictions without local building inspection services. While this roadmap recommends minimizing administrative burden on local governments, effort may be required to create an administrative environment that supports successful implementation of these requirements.

Similar approaches have proven effective in other policy rollouts. For example, the BC Energy Step Code was accompanied by extensive training resources, regional builder dialogues, design guidance, and an “Energy Step Code Best Practices Guide” to help jurisdictions phase in requirements with confidence.<sup>26,27</sup> Likewise, CleanBC’s “Better Homes” and “Better Buildings” programs provide clear communication and support consistent understanding across sectors through authoritative standardized materials and resources.<sup>28,29</sup> Replicating these successful tactics will help minimize confusion, reduce administrative burden, and promote equitable implementation across communities of varying capacity.

A communications plan designed for both of these direct stakeholders and the general public can also be beneficial in generating support by informing everyone of the rationale and benefits of the policy. Future homeowners and renters may not understand what EV-readiness means and what to expect with new homes, and so offering clarity can help curb misinformation, offer reassurance that the requirement will lead to minimal disruption in the present, and highlight the future cost and climate savings opportunities the province is supporting. This outreach may be most beneficial in local governments that do not already have an EV-readiness requirement in place and could benefit from more public education, local skills training, and municipal staff support.

## MILESTONE

### 2

### The EV-readiness requirement is adopted

The second milestone in this process is for an EV-readiness requirement to be adopted into the selected policy instrument, whether law, regulation, or code. Ample time should be allowed between publication of the updated policy and the requirement coming into effect to allow designers, builders, and regulators to familiarize themselves with the new requirements. Depending on the policy instrument selected, the timeline of implementation may need to follow set amendment schedules (BCBC, BC Electrical Code), or be flexible with government priorities (separate regulation).



## BC Building Code timelines

The BCBC is an adapted version of the National Model Codes. Every five years, a new version of the national model codes is released, upon which B.C. adds province-specific amendments, opens the proposal for public review, then ratifies the policy into law to produce an updated version of the BCBC. The next version of the national model codes is expected to be released in fall 2025, and B.C. has committed to making the latest version effective within 18 months of publishing, therefore scheduled for spring 2027.<sup>30,31</sup> As the 2025 National Model Codes have not been released as of November 2025, the BCBC effective date may be delayed to summer 2027.

Similarly, the BCEC is an adapted version of the Canada Electrical Code (CE Code). Every three years, a new version of the CE Code is released, next scheduled for March 2027. Unlike the BCBC, very few amendments are usually made, accelerating the consultation process, but more time is given before it comes into effect. B.C. adopted the last version without any changes within three months, and set the effective date nine months after that.<sup>32</sup> Assuming the same timeline, the next BCEC will likely come into effect in Spring 2028.

### STEP 7

#### Provide technical guidance on implementation

As the EV-readiness requirement is entered into code, more technical design guidance and implementation support should be provided. The BC Energy Step Code design guidance and Hydro Quebec's "Electric Vehicle Charging Stations Technical Installation Guide" are good examples.<sup>27,33</sup> The BOABC also worked with the province on targeted guidance for building officials, providing an example of stakeholder-specific support.<sup>34</sup> A comprehensive design guide illustrating typical configurations, load calculations, and options for multi-unit and single-unit developments would support understanding and readiness. By pairing clear technical guidance with accessible learning opportunities, the province can support a smooth transition to EV-ready construction and ensure that policy intent translates effectively into on-the-ground practice.

Templates for practitioners should be developed. The "Charged and Ready" research project on existing local requirements recommended hand-off documentation between building designers, general contractors, electricians, and strata councils to help build a consistent understanding of the infrastructure design and purpose.<sup>13</sup> Creating standardized templates for this information will help the industry deliver smooth design and construction processes, and improve outcomes for residents.

Technical authorities and professional organizations such as TSBC, utilities, and BOABC should be leveraged to support the design and rollout of bulletins and training opportunities.

### STEP 8

#### Provide capacity building and skills training

Skills training will help to affirm the understanding built through the technical support guidance. Effective implementation of the EV-readiness requirement will depend on building the skills and confidence of all participants in the building and permitting processes across B.C. Training should therefore be role-specific and regionally-based to address differences in familiarity and capacity. As many B.C. local governments already have EV-readiness requirements in place, this support can start with local governments that may not have practitioners with as much experience with EV-readiness and that could use more time and support to comply with the new policy.

A coordinated training strategy should be developed in collaboration with the advisory committee, industry associations, training institutions, and utilities. This will help ensure consistency, build regional capacity, and accelerate compliance across the province.

#### Builders and trades

Training for tradespeople and builders should be delivered regionally and where possible, through in-person, hands-on training. The integrated design process supports training builders and tradespeople together to improve communication and develop a shared understanding. In rural areas in particular,



access to skilled trades is already a challenge. Without additional supports like those established with TradeUpBC, this condition could be exacerbated by adding requirements for all construction.<sup>35</sup> TSBC, industry associations, post-secondary institutions, and regional economic development organizations should be leveraged to help design and deliver effective training that reaches all workers in the building industry who will have a hand in EV-readiness implementation. Including training as part of electrician apprenticeships would help with faster industry transition for new workers.

## Designers

Training for designers can be delivered effectively through online offerings with regional in-person events to advance understanding and provide hands-on opportunities for learning. Training should be developed and delivered in collaboration with the Architectural Institute of British Columbia and Association of Professional Engineers and Geoscientists of British Columbia. Particular gaps raised through this work include energy management system scenarios, guidance on load calculations and managing electrical capacity without overbuilding.

## Regulators

Building officials and permitting staff with local governments and regional districts will need training support to understand recommended approaches to compliance and enforcement. This effort should start with a focus on local governments that have not already implemented an EV-readiness requirement.

The BOABC offers regional regular training opportunities that can be leveraged for this transition. Clear lines of jurisdiction and enforcement responsibility must be drawn so that building officials understand their scope of authority. Plan checking professionals who are not building officials may require targeted training to avoid any knowledge gaps in the permitting process. Local governments may need to adapt their policy environment to support successful implementation of the requirement for their organization.

### MILESTONE

3

## The EV-readiness requirement comes into effect

After the requirement is announced, and sufficient time has passed to allow all stakeholders to become informed and ready to build to the EV requirement's specifications, the requirement will come into effect. All building and electrical permits submitted after this effective date will need to be compliant with the requirement and any amendments implemented after.



### STEP 9

## Provide ongoing support and review implementation

After the EV-readiness requirement is implemented, the provincial government should provide ongoing support and review. The province should regularly collect feedback from stakeholders, especially local governments and industry, regarding the realized impact of the policy and consider ways to tailor the requirement to further accomplish policy objectives.

The B.C. government can also adjust the policy with consideration for external factors such as

improvements in EVs and EV charging technology, changes in EV uptake and model availability and other policy supports such as federal or provincial rebates, sales mandates and tariffs. A full review would also be useful after two to three years to evaluate the policy. Insights gained can inform B.C.'s future environmental and economic strategy, as well as further ambition to expand the policy to other areas such as non-residential buildings, or support other ambitious provinces hoping to achieve similar policy outcomes.

# Appendix A

## List of interviewees

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The following stakeholders participated in an interview in the summer of 2025. They provided input on a potential province-wide EV-readiness requirement. However, participating in an interview does not necessarily indicate support for the recommendations included in this roadmap.

### Developers and construction sector

- Jim Twining, Aspac Developments Ltd.
- Asad Siddiqui, Bosa Properties
- Pauline Rupp, Canadian Homebuilders Association (B.C. Chapter)
- Cris Nitz, Concert Properties
- Carl Pawlowski, Minto Group
- Chad Jensen, New Dawn Developments
- Sunny Brar, QuadReal Properties
- Michelle Bastin, Qualico
- Ian Grannary, Smith + Andersen
- Meredith Hamstead, thinkBright Homes Ltd.
- Robyn Alexander, Third Space Properties
- Heather Park, Jeff Fisher, and Annika Nunan, Urban Development Institute
- Malcolm Shield, Wesgroup Properties

### Homeowners associations

- Tony Gioventu, Condominium Home Owners Association of British Columbia
- Wendy Wall, Vancouver Island Strata Owners Association

### Electric vehicle and charging sector

- Travis Allen, Canadian Charging Infrastructure Council
- Suzanne Goldberg, ChargePoint
- David Corbeil, RVE
- Iain Myrans, Tesla
- Bob Porter, Vancouver Electric Vehicle Association

### Local governments

- Tracey Tobin, City of Burnaby
- Mark Dylag and Thomas Thivener, City of Coquitlam
- Samuel Loran, City of Fort St. John
- Glen Cheetham, City of Kamloops
- Todd Brunner, City of Kelowna

- Vijitha Mammen and David Sametz, City of Langford
- David Stewart, City of Nanaimo
- Alex Thumm, City of Nelson
- Sarah Maleska, City of New Westminster
- Jesse Labatiuk, City of Prince George
- Leslie Ng, City of Vancouver
- Jim Handy, City of Victoria
- Maggie Baynham, District of Saanich
- Patrick Sorfleet, District of Sparwood
- Johann Zerbe, Metro Vancouver
- Jennifer Aldcroft, Municipality of North Cowichan
- Daniel Fish, North Coast Regional District
- Paris Marshall Smith, Regional District of Central Kootenay
- Rachael Ryder, Regional District of Fraser Fort-George
- Freya Phillips, Regional District of Kootenay Boundary
- Greg Dennis and Kevin Ramlu, Township of Langley

### Utilities

- Robyn Webb, BC Hydro
- George Thompson, FortisBC
- Marc Rutishauser, New Westminster Municipal Utility
- Draydan Power, Penticton Municipal Utility
- Jeremy Storvold, Summerland Utility

### Policy and regulatory experts

- Brendan McEwen, Dunsky Climate + Energy Advisors
- Jean-Michel Toriel, Fraser Basin Council
- Melissa Williams, Technical Safety BC
- Victor Ngo, Watt Consulting Group

# Appendix B

## Overview of existing EV-readiness requirements in B.C.

Note, the following table is a summary of the approaches in different communities with a focus on the rate of requirement. For instance, one EV Ready space per dwelling unit vs 100% of parking spaces. There may be additional nuance to these requirements which is lost in the summarization. Language within individual bylaws varies and may deviate from best practice language.

Community	Part 3 Building Requirement	Part 9 Building Requirement	Notable Details
City of Abbotsford	All required parking spaces, or one parking space per dwelling unit, whichever is less, must include an energized outlet	One energized outlet per dwelling unit	Includes provisions for EVEMS
City of Burnaby	100% of parking spaces include energized outlet	100% of parking spaces include energized outlet	Includes provisions for EVEMS
District of Central Saanich	100% of parking spaces include energized outlet	One energized outlet per dwelling unit for single-unit developments;  100% of parking spaces for other Part 9 buildings	Includes provisions for EVEMS
City of Chilliwack	25% of parking spaces include energized outlet  75% of parking spaces to include conduit for future EV charging equipment	One energized outlet per dwelling unit	
City of Coquitlam	One energized outlet per dwelling unit OR  100% of parking spaces include energized outlet, whichever is less	One energized outlet per dwelling unit OR  100% of parking spaces include energized outlet, whichever is less	Does not include single-unit dwellings  Includes provisions for EVEMS
City of Delta	100% of parking spaces include energized outlet	One energized outlet per dwelling unit	Includes provisions for EVEMS
City of Duncan	One charging station for every 20 required spaces		Requires EVSE, not just EV-ready  Applies to multi-unit residential only, which may include both Part 3 and Part 9 buildings  Does not include single- and two-unit dwellings



Community	Part 3 Building Requirement	Part 9 Building Requirement	Notable Details
Township of Esquimalt	100% of parking spaces include energized outlet	100% of parking spaces include energized outlet	
City of Kamloops	One parking space per dwelling unit to be EV-capable	One wired junction box per dwelling unit	Requires EV-capable plan to ensure future Level 2 charging capability for a minimum of one parking space per dwelling unit
City of Kelowna	One energized outlet per dwelling unit	One energized outlet per dwelling unit	Includes provisions for EVEMS
City of Langford	100% of parking spaces to include conduit for future EV charging equipment	Not applicable	Includes provisions for EVEMS
Township of Langley	One energized outlet per dwelling unit	One energized outlet per dwelling unit	Includes provisions for EVEMS
City of Maple Ridge	100% of parking spaces to be EV-capable	One parking space per dwelling unit shall be EV-capable	
City of Mission	100% of parking spaces to include conduit for future EV charging equipment	For townhouses, 100% of parking spaces to include conduit for future EV charging equipment	EVEMS is required.  Single-unit dwellings not included
City of Nanaimo	25% of shared parking spaces to include EVSE.  75% of shared parking spaces to be EV-ready;  100% of dedicated parking spaces to be Level 1 EV-ready	100% to be Level 1 EV-ready	EVSE provided for shared spaces.  Level 1 only for dedicated parking spaces in SFD and MURB
City of Nelson	One energized outlet per dwelling unit	One energized outlet per dwelling unit	Includes provision for EVEMS
City of New Westminster	100% of parking spaces include energized outlet	100% of parking spaces include energized outlet	Includes provision for EVEMS
City of North Vancouver	100% of parking spaces include energized outlet	100% of parking spaces include energized outlet	Includes provision for EVEMS
District of North Vancouver	One energized outlet per dwelling unit	One energized outlet per dwelling unit	Includes provision for EVEMS
City of Penticton	One energized outlet per dwelling unit	One energized outlet per dwelling unit	Includes provision for EVEMS
City of Port Coquitlam	100% of parking spaces to be EV-capable	100% of parking spaces to be EV-capable	

Community	Part 3 Building Requirement	Part 9 Building Requirement	Notable Details
City of Port Moody	100% of parking spaces include energized outlet	100% of parking spaces include energized outlet	
City of Revelstoke	N/A	N/A	Developments may be eligible for cash-in-lieu of parking if at least 1 EVSE is installed for every 20 spaces required.
City of Richmond	100% of parking spaces include energized outlet	100% of parking spaces include energized outlet	Includes provision for EVEMS
District of Saanich	100% of parking spaces include energized outlet	One energized outlet per dwelling unit	Includes provision for EVEMS
Town of Sydney	100% of parking spaces include energized outlet	For townhouses, 100% of parking spaces include energized outlet	Does not include single- or two-unit dwellings
District of Squamish	30% of parking spaces shall have shared access to an energized outlet;  100% of parking spaces to be EV-capable	One energized outlet per dwelling unit	
District of Summerland	N/A	One energized outlet per dwelling unit	
City of Surrey	100% of parking spaces include energized outlet	100% of parking spaces include energized outlet	Includes provision for EVEMS
University of British Columbia	100% of parking spaces include energized outlet	100% of parking spaces include energized outlet	Includes performance standards
City of Vancouver	100% of parking spaces include energized outlet	100% of parking spaces include energized outlet	
City of Victoria	100% of parking spaces include energized outlet	100% of parking spaces include energized outlet	
Town of View Royal	100% of parking spaces include energized outlet	100% of parking spaces include energized outlet	
District of West Vancouver	100% of parking spaces include energized outlet	100% of parking spaces include energized outlet	Includes provisions for EVEMS

# Appendix C

## Potential instruments for a province-wide EV-readiness requirement

	BC Building Code	BC Electrical Code	Separate construction regulation
Scope	Safety, health, accessibility, fire, structural protection, and energy and water efficiency in new construction, building alterations, repairs, and demolitions.	Safety standards for electrical systems, installations, and equipment certification.	Flexible and can be designed as part of the regulation.
Compliance checking at permit stage	Building officials, plan checkers and/or registered professionals providing letters of assurance.	Electrical designer/registered professional.	Depending on the regulation.
Enforcement at construction stage	Building officials or registered professionals providing letters of assurance.	Technical Safety BC (or municipal authorities with exceptions).	Depending on the regulation.
Advantages for EV-readiness	Sets a standard in a single location for builders and building officials. Reduces local government administrative burden to amend local bylaws.	Enforced by experts in electrical infrastructure.  Existing standards and processes for evaluating electrical infrastructure.	Flexibility to define scope and application.
Disadvantages for EV-readiness	Parking outside the building is not typically in scope.  Enforced by building officials who may not have electrical expertise.	EV-readiness may be seen as out of scope.  Electrical code based on harmonized national code.	Lack of precedent.
Example of how this could be done	Québec Construction Code.	None identified.	Solar Hot Water Ready Regulation.





# About the Community Energy Association

CEA's technical solutions are always informed by context. We aim for successful implementation and enhanced local capacity. This requires merging our understanding of emissions, government priorities, and proven technical solutions with local circumstances and context. We facilitate collaboration between communities and organizations, provide training and coaching to foster leadership, and design and implement projects that integrate local priorities.

We work as a non-profit consultant and deliver wide-ranging services that align with the current and future needs of local governments and Indigenous communities. This includes planning, research, communications, engagement, capacity building, policy development, and program design and implementation.

The Community Energy Association accelerates bold action by local governments and Indigenous communities related to climate and energy. CEA grew from a committee established by the Government of BC and the Union of BC Municipalities in the 1990s and was incorporated as a non-profit in 2003.

Today, CEA's members and staff live in communities large and small and bring their collective expertise, experiences, commitment to Truth and Reconciliation, and passion to help lower local emissions and build healthy, resilient communities.

[www.communityenergy.ca](http://www.communityenergy.ca)



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