

Webinar: EV Readiness in B.C. | Roadmap

Join us for an in-depth discussion on how B.C. can
implement a province-wide EV readiness
requirement.

February 3, 2026 @ 10am PT / 1pm ET



Making all new B.C. homes EV-ready

Presentation to B.C. Government

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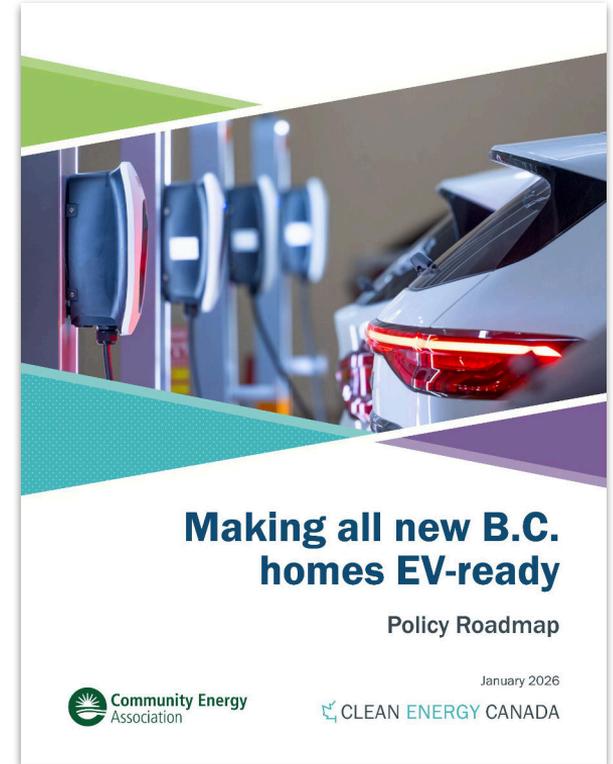
Today's webinar

- New policy roadmap published
- Why new homes in B.C. should be EV-ready
- How a province-wide requirement would help
- Steps the government should take
- Expert panel



Making all new B.C. homes EV-ready

- Policy Roadmap to a province-wide 100% EV-readiness requirement for B.C.
- Published January 29, 2026
- Consensus based on two October 2025 workshop sessions with stakeholders
- Informed by close to 50 stakeholder interviews
- Led by Clean Energy Canada & Community Energy Association



Engagement for this project

2025

2026

March

Jun-Sep

Sep

Oct

Nov

Jan - Feb

Future



Project start

Project planning, stakeholder map, background research and initial outreach



Interviews

48 interviews with stakeholders, incl. local governments, EV and charging sector, building owners and developers, utilities, and policy experts



Discussion paper

Summarizing interview findings, outlining key questions for dialogue



Dialogue Sessions

Two dialogue sessions took place with a subset of stakeholders to provide detailed feedback



Roadmap draft

Consensus recommendations for roadmap; review by dialogue participants



Roadmap Launch

- 27/1: Stakeholder Pre-launch
- 29/1: Public launch
- 3/2: Government Webinar



Next steps

Engagement for this project (cont'd)

- 48 interviews with relevant stakeholders:
 - 14 developers & construction sector
 - 21 local governments
 - 5 utilities
 - 4 policy & regulatory experts
 - 2 homeowner associations
 - 5 electric vehicle & charging sector
- 2 small group dialogue sessions on October 8 & 22
- Co-developed roadmap that offers a starting point for the B.C. government



Topline recommendation

The Government of British Columbia should implement a province-wide 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.



EV-ready definition

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.



Why all new homes should be EV-ready

- Charging availability is one of the top three factors for consumers deciding to purchase or lease an EV
 - >80% of EV charging happens at home
- Public charging is at least 3x more expensive than at-home
- 44% of British Columbia households live in apartments, where lack of at-home charging is a particular barrier
 - 81% of current EV drivers across Canada live in detached houses, while only 19% live in apartments, according to a CAA survey
- 3-4 times cheaper to install EV-ready parking spots at the point of construction than to retrofit the parking spots post-construction
 - Estimated cost in B.C. MURBs is \$1,000-\$1,500 per spot, where the cost of new structural parking is ~\$60,000 per spot
 - Cost in SFH is negligible



The current municipal patchwork

- B.C. local governments have taken a leadership role in EV-readiness
- 33 local governments have a requirement in place, representing 79% of B.C.'s population
- However, requirements diverge and stakeholders have pointed to patchwork nature of bylaw requirements
- This results in increased cost of compliance
- Recent evaluation of local EV-ready requirements found implementation gaps: challenges with infrastructure design, installation and compliance.
 - Often the case where buildings were built to less than 100% EV-readiness or to be “EV-capable” rather than EV-ready,



How a province-wide EV-readiness requirement could help

- Harmonization eases implementation and reduces red tape
- Opportunity to adopt best practices across the entire province
- Provide more equitable access to cost-saving EVs and charging across the province
- Enable EV-readiness in smaller communities that face capacity challenges
- Enable more efficient energy usage and better planning for utilities



Key considerations for implementation (based on interviews)

- 1 Addressing cost concerns**
- 2 Ensuring electrical infrastructure is ready**
- 3 Building up enforcement capacity**
- 4 Enhancing knowledge among builders and designers**
- 5 Accommodating regional concerns**



B.C. EV-readiness roadmap



Informed by interviews with nearly 50 cross-sector stakeholders.

Gathering evidence and feedback

STEP 1

Set up an advisory committee

STEP 2

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

STEP 3

Complete an Impact Assessment

STEP 4

Complete a legal review of the regulatory options

Announcement of an incoming EV-readiness requirement

MILESTONE

1

Inform and identify additional areas of support

STEP 6

Publish early guidance and a communications plan

STEP 5

Hold a stakeholder consultation

MILESTONE

2

The EV-readiness requirement is included in the code or regulation

The EV-readiness requirement comes into effect

MILESTONE

3

STEP 7

Provide technical guidance on implementation

STEP 8

Provide capacity building and skills training

STEP 9

Provide ongoing support and review implementation

Implement and capacity building

Monitor and review

 CLEAN ENERGY CANADA

 Community Energy Association

Questions?

Each Monday we publish the Clean Energy Review, a free weekly digest of must-read climate and clean energy stories from across Canada and around the world.

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EV readiness definition



P9: 1 EV ready parking space per home



P3: All residential (non-visitor) parking is EV-ready



EVEMS permitted

Definition: “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.”