

Recent Local Government Policy Examples for EV Regulations in New Development

Community (Date in Effect)	Single Family	Multi-Family	Commercial/ Institutional
City of Burnaby (2018)	100% of residential parking stalls provided with energized L2 outlet. Excludes secondary suites and visitor parking.		
City of Coquitlam (2018)	One energized L2 outlet per residential dwelling unit.		
City of New Westminster (2019)	100% of residential parking stalls provided with energized L2 outlet. Excludes visitor parking and new secondary suites in existing single detached homes.		10% of commercial and institutional stalls L2 energized in developments with 10 or more parking stalls.
City of North Vancouver (2019)	100% of stalls provided with energized L2 outlet.	100% of resident stalls and 20% of residential visitor stalls provided with energized L2 outlet.	20% of commercial stalls provided with energized L2 outlet.
City of Port Coquitlam (2018)	One stall per residential unit roughed-in (all electrical infrastructure other than wire), Level 2.		
City of Port Moody (2019)	100% of residential parking stalls provided with energized L2 outlet, excluding visitor parking, secondary suites and new spaces to serve existing units.		20% of commercial stalls capable of providing L2 charging.
City of Richmond (2018)	100% of residential parking stalls provided with energized L2 outlet, excluding visitor parking.		
City of Vancouver (2018)	One energized outlet per parking area (garage, carport).	100% of residential parking stalls provided with L2 energized outlet.	10% of commercial stalls L2 energized in developments with 10 or more parking stalls.
District of Saanich (2020)	100% of residential parking stalls provided with energized L2 outlet. Excludes secondary suites and visitor parking.		5% of commercial stalls provided with energized L2 outlet with exemptions for certain use classes.
District of Squamish (2019)		100% of residential parking stalls provided with L2 energized outlet.	5% of commercial stalls L2 energized in developments.

To date, the District of Saanich is the only municipality in British Columbia have mandated the installation of actual charging capacity in new developments. Through the BC Hydro Sustainable Communities program, Victoria is participating in research on the ideal percentage of EV readiness as well as actual chargers for commercial parking spaces across different use classes. Part of this work will include a critical costing study for each region in BC. The City is committed to amending the EV readiness parking spot percentage requirement for commercial buildings over time, which could include an analysis of the requirement for actual charging infrastructure as well.