

The haves and have nots

A list of Canadian jurisdictions that require owners to install electric vehicle charging in multi-unit buildings

by Jason Wang | September 2024

Summary

To facilitate the deployment of electric vehicle charging infrastructure in multi-unit residential buildings (MURBs), the Pembina Institute recommends that new MURBs be 100% EV-ready and that owners of existing MURBs are incentivized to undertake comprehensive retrofits to prepare many or all parking stalls to be EV-ready.

The City of Toronto, Vancouver, and over a dozen other municipalities have enacted policies that require all new developments install sufficient charging infrastructure in residential parking areas to meet current and future demand.

Listed below are the jurisdictions that require new builds incorporate full charging infrastructure in plans submitted at the start of development. Except for the City of Toronto, all the municipalities that have implemented this requirement are in British Columbia. Despite the advantages and the necessity of installing EV charging equipment in multi-unit residences, every province save B.C. has so far failed to make the addition of charging infrastructure a requirement.

Table 1: Canadian jurisdictions with EV-ready requirements for new construction buildings

Municipality	EV-ready requirements according to building type		
	Multi-unit residential buildings	Single Family Homes	Commercial buildings
City of Vancouver (BC)	100%	100%	45%
City of North Vancouver (BC)			
City of Toronto (ON)	100%	100%	25%
City of Port Moody (BC)	100%	100%	20%
City of Surrey (BC)			

District of North Vancouver (BC)			
City of Richmond (BC)	100%	100%	35%
City of Victoria (BC)	100%	100%	No requirement
District of West Vancouver (BC)			
City of Burnaby (BC)			
City of New Westminster (BC)			
City of White Rock (BC)			
District of Central Saanich (BC)			
Town of Sidney (BC)			
The Corporation of Delta (BC)	100%	1 EV-ready per dwelling	No requirement
City of Coquitlam (BC)	1 EV-ready per dwelling	1 EV-ready per dwelling	No requirement
Township of Langley (BC)			
City of Nelson (BC)			
City of Port Coquitlam (BC)	1 rough-in per dwelling ¹	1 rough-in per dwelling	No requirement
City of Duncan (BC)	1 charging station (at minimum Level 2) per every 20 required off-street parking spaces	No requirement	1 charging station (at minimum Level 2) per every 20 required off-street parking spaces

Note: The percentages represent the proportion of new construction projects that must be EV ready. In many jurisdictions, these residential requirements only extend to residential and not visitor parking. Visitor parking requirements vary. Several requirements for commercial buildings exclude hotels and other lodging, which need to have 100% EV-ready infrastructure.

¹ City of Port Coquitlam and Maple Ridge are unique in Metro Vancouver for requiring "roughed in" electrical circuit breaker on a branch panel and raceway to the parking space. Dunsky recommends EV-ready (i.e. wired outlets) future-proofing. However, such rough-in requirements are better than nothing.