

Rates shown in descending order.
Okanagan Cities shown in *blue text*.

EV Comparison Table by City

City	EV Required for Residential	Single Family Rate	Multi-Family Rate	EV Required for Non-Residential	Rate	Exemptions Permitted	Type of EV Required
<i>West Kelowna</i>	<i>Proposed</i>	<i>1 / dwelling unit</i>	<i>1 / dwelling unit</i>	<i>Proposed</i>	<i>10%</i>	<i>Not required for SS/CH/new DU in existing building AND Visitor parking not included as the rate is based on per dwelling unit</i>	<i>Level 2 Charge Outlet</i>
Richmond	Yes	100% of all residential spaces	100% of all residential spaces	Yes	45% (35% level 2 PLUS 10% Opportunity Charging)	Not required for visitor parking in residential / agricultural / fleet vehicle / loading spaces	Level 2 Charge Outlet or higher
North Vancouver	Yes	1 / dwelling unit	1 / dwelling unit	Yes	45% (35% level 2 PLUS 10% Opportunity Charging)	--	Level 2 Charge Outlet or L2 with energy management
<i>Penticton</i>	<i>Yes</i>	<i>1 / dwelling unit</i>	<i>1 / dwelling unit</i>	<i>Yes</i>	<i>Min 2 + 20%</i>	<i>Not required for new DU in existing building</i>	<i>Level 2 Charge Outlet</i>
Nelson	Yes	1 / dwelling unit	1 / dwelling unit	Yes	Min 2 + 20%	Not required for new DU in existing building	Level 2 Charge Outlet or higher
<i>Vernon</i>	<i>Yes</i>	<i>1 / dwelling unit</i>	<i>1 / dwelling unit PLUS 10% of Visitor</i>	<i>Yes</i>	<i>15% of Comm / 10% of Industrial & Community</i>	<i>Secondary Suites, Accessory Dwelling Units and Agricultural not included</i>	<i>Level 2 Charge Outlet</i>
Saanich	Yes	1 / dwelling unit	100% of all residential spaces	Yes	5% for most Comm/Ind (1-2 spaces for offices/banks and 4 spaces for recreational uses)	Not required for visitor parking, for restaurants/drive thrus/pubs/convenience stores/furniture/small appliance repair/ auction rooms)	Level 2 Charge Outlet or L2 with energy management

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Nanaimo	Yes	1 / dwelling unit	1 / dwelling unit w/dedicated parking space AND 25% of all required parking within COMMON parking areas AND 100% of all remaining residential spaces within COMMON parking areas	Yes	5% of parking spaces within a commercial centre	--	Level 2 Charge Outlet for all Commercial parking AND in 25% of COMMON area parking / Electrical box wired with circuit capable of providing Level 2 Charge Outlet for all remaining residential common parking / Level 1 Charge Outlet for dedicated spaces in Single Family or multiple family
Victoria	Yes	1 / required parking space	1 / required parking space	Yes	1 EV outlet for 10 - 14 provided parking spaces / the greater of either 2 EV outlets OR 5% of the total number of required vehicle spaces where more than 15 provided spaces	--	Level 2 Charge Outlet
Duncan	Yes	--	5% required parking spaces for Multi-unit Residential	Yes	5% parking spaces for commercial and community uses	--	Level 2 Charge Outlet

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<i>Kelowna</i>	<i>Yes</i>	<i>1 / dwelling unit</i>	<i>1 / dwelling unit</i>	<i>No</i>	<i>--</i>	<i>--</i>	<i>Level 2 Charge Outlet</i>
Esquimalt	Yes	1 / dwelling unit	1 / required parking space	No	--	--	Level 2 Charge Outlet
New Westminster	Yes	1 / dwelling unit	1 / dwelling unit	No	--	Visitor parking not included	Level 2 Charge Outlet
<i>Kamloops</i>	<i>Yes</i>	<i>1 / dwelling unit (or 1 / required parking space whichever is less)</i>	<i>1 / dwelling unit (or 1 / required parking space whichever is less)</i>	<i>No</i>	<i>--</i>	<i>Secondary Suite and Visitor parking not included</i>	<i>Electrical Box and Conduit capable of wiring for Level 2 Charge Outlet AND EV Capable Plan to prove design</i>
<i>Summerland</i>	<i>Yes</i>	<i>--</i>	<i>10% of TH and apartment</i>	<i>No</i>	<i>--</i>	<i>Not required for visitor parking</i>	<i>Level 2 Charge Outlet (assumed)</i>
Langford	Yes	--	1 / dwelling unit for Apartments	No	--	Visitor parking not included	Conduit capable of wiring for Level 2 Charge Outlet
Colwood	No	--	--	No	--	--	--
<i>Lake Country</i>	<i>No</i>	<i>--</i>	<i>--</i>	<i>No</i>	<i>--</i>	<i>--</i>	<i>--</i>
<i>Salmon Arm</i>	<i>No</i>	<i>--</i>	<i>--</i>	<i>No</i>	<i>--</i>	<i>--</i>	<i>--</i>