



Public Curbside Electric Vehicle Charging Program Guidelines

February 2026

Executive Summary

The City of Vancouver's Public Curbside Electric Vehicle (EV) Charging Program establishes a framework for qualified third-party charging providers to install and operate public EV charging stations within the City's right-of-way. This initiative is a key component of Vancouver's Climate Emergency Action Plan and EV Ecosystem Strategy, designed to support the ongoing transition to zero-emission transportation and expand access to public charging infrastructure across the city.

The program enables third-party Charge Point Operators (CPOs) to install curbside chargers citywide, subject to case-by-case review. It is structured to balance commercial viability with public benefit, ensuring installations are safe, accessible, and well-integrated into Vancouver's streetscape.

Key features include:

- A licensing model that enables third-party investment in public infrastructure
- Siting and design standards to maintain safety and urban design integrity
- An eight-stage application and approval process
- Defined roles and responsibilities for applicants, property owners, and the City
- Opportunities for partnerships with property-owners to facilitate power connections to the curb and reduce installation complexity
- Licence terms of 6 to 10 years depending on location

Through this initiative, the City of Vancouver aims to unlock new opportunities for public EV charging, support climate goals, and ensure all residents, particularly those without access to off-street charging, can participate in the transition to zero-emission mobility.

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1. Introduction

1.1. Purpose

The Public Curbside Electric Vehicle (EV) Charging Program provides a framework for qualified EV charging providers to install and operate public curbside charging stations in the City of Vancouver's right-of-way (ROW). The program supports Vancouver's [Climate Emergency Action Plan](#) and [EV Ecosystem Strategy](#) by enabling third-party investment in public EV charging.

This document provides detailed guidelines for the program, including eligibility requirements, siting and design standards, technical specifications, and information about the application process. The purpose is to help applicants deliver safe, accessible, and well-integrated charging infrastructure that meets City standards and supports the ongoing transition to Zero Emission Vehicles (ZEVs).

1.2. Program goals

The Public Curbside EV Charging Program aims to:

- **Expand public charging access** by unlocking curbside space for EV infrastructure, particularly for residents without access to off-street parking.
- **Enable third-party investment** through a licensing framework that aims to balance commercial viability with public benefit.
- **Maintain safety and urban design integrity** by ensuring installations meet technical standards and integrate into Vancouver's streetscape.
- **Advance climate objectives** by supporting the transition to zero-emission vehicles and reducing transport-related emissions.

1.3. Policy context

This initiative supports Vancouver's [Climate Emergency Action Plan](#) and provincial [Zero-Emission Vehicle](#) (ZEV) mandates, which target 50% of kilometres travelled in Vancouver to be zero-emission by 2030 and 90% of new light-duty vehicle sales to be ZEVs by the same year.

Vancouver has one of the highest EV adoption rates in Canada, yet access to charging remains a barrier to uptake, particularly for residents lacking off-street parking options.

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Recent studies commissioned by the City project a shortfall in public charging supply by 2030, with unmet demand primarily concentrated in Vancouver's dense residential neighbourhoods such as Kitsilano, Fairview and Mount Pleasant. Expanding curbside charging is critical to closing this gap, supporting a more equitable distribution of public charging and accelerating the transition to zero-emission transportation.

This program complements other City EV charging initiatives including EV-ready policies for new buildings, multi-unit residential retrofit programs, and the ongoing development of public fast-charging hubs, in partnership with BC Hydro.

2. Program Overview – At a Glance

The Public Curbside EV Charging Program provides a pathway for Charge Point Operators (CPOs) to install publicly accessible curbside EV chargers on the City right-of-way. This section provides an overview of key elements of the Program covered in greater detail throughout these guidelines.

2.1. Program snapshot

- **Objective:** Enable third-party investment in curbside EV charging to support Vancouver's climate goals and the transition to Zero Emission Vehicles.
- **Who Can Apply:** Established CPOs with the technical and financial capacity to reliably operate Electric Vehicle Supply Equipment (EVSE) for public EV charging.
- **Key Features:**
 - Third-party investment in curbside charging on public land enabled through a licence agreement between the City and CPO.
 - Proposals for curbside chargers will be considered citywide, subject to case-by-case approval and compliance with siting and technical criteria.
 - Public access to charging required (including as a designated car share space where applicable).
 - Partnerships between CPOs and building owners are encouraged to facilitate power connection to the curb.
 - CPO responsible for all installation, operations, maintenance and eventual decommissioning costs and retains all revenue from EVSE.
- **License Term:** 6 +4 years within Metro Core, and up to 10 years outside of that area.
- **Program Fees:** One-time plan review fee (\$2,400) and annual license fee (\$400). Fees subject to periodic review.
- **Roles and responsibilities:**
 - **Applicant:** Design, supply, installation, operation and maintenance of EVSE.
 - **Developer / Building owner:** Facilitate power connection to the curb.
 - **City:** Application review and approval, licence administration, signage, parking enforcement.

2.2. How the program works

The program follows an eight-stage process from site selection to charger delivery as outlined below. These steps are elaborated further in Section 10:

1. **Site selection** – Applicant chooses a curbside location to install charging in coordination with a developer, building owner or BC Hydro to bring power to the curb.
2. **Inquiry** – Applicant shares initial proposal with the City for early feedback.
3. **Screening** – City staff screen the proposal, to confirm site suitability and if approved, invite applicant to proceed to a formal application. This stage is anticipated to take approximately 2-4 weeks.
4. **Application** – Applicant submits a formal application package including engineering drawings and detailed EVSE specifications.
5. **Review** – City staff review the application package, ensuring compliance with program guidelines and criteria, provides feedback/revisions needed and final approval. This stage is anticipated to take approximately 4-6 weeks.
6. **Licence Execution** – The City and Applicant enter into a standard licence agreement to install EVSE on the public right-of-way.
7. **Installation** – Applicant engages a licensed electrical contractor, acquires an electrical permit, street utility permit, and installs curbside charging equipment per approved plans.
8. **Activation and Operation** – Charging service commences – CPO collects all revenue and assumes responsibility for ongoing operations and maintenance.

3. Eligibility and Roles

3.1. Who can apply

Applications are welcome from established Charge Point Operators that demonstrate the following attributes:

- Technical and financial capacity to install, operate, and maintain curbside charging infrastructure.
- Experience delivering reliable EV charging services at scale.
- Carries a minimum of \$5 million commercial general liability, naming the City as an Additional Insured.
- Ability to meet all program requirements, including insurance and permitting obligations.

3.2. Applicant responsibilities

Applicants are responsible for:

- **Site selection and design** – Identifying suitable curbside locations and preparing engineering drawings for City review.
- **Power connection** – Arranging curbside electrical service with a developer, property owner or BC Hydro (connections to City-owned infrastructure such as streetlight circuits are not currently permitted).
- **Installation and restoration** – Completing all civil and electrical works and restoring the right-of-way to City standards.
- **Operation and maintenance** – Ensuring chargers remain functional, safe, and publicly accessible throughout the licence term.
- **Decommissioning** – Removal of equipment and restoration of streetscape at end of term or upon license termination.

3.3. City of Vancouver responsibilities

The City of Vancouver is responsible for:

- **Application review and approval** – Reviewing applications for compliance with siting, design, and technical standards and coordinating the approval process.
- **Licence execution** – Executing licence agreements and collecting applicable fees.
- **Signage and enforcement** – Installing curbside signage and enforcement of EV-only parking restrictions.
- **Program review and administration** – Monitoring program performance and managing licence renewals.

4. Electrical Connection and Partnerships

4.1. Delivery scenarios

There are three possible scenarios to deliver curbside charging infrastructure through this program:

1. **During development:** CPOs partner and collaborate with developers to integrate curbside charging infrastructure during construction of a new development, drawing on the new building power supply.
2. **Building retrofits:** CPO partners with a property owner to bring power to the curb via a metered connection to an existing building.
3. **Standalone service:** CPO works to install a standalone curbside charging service, arranging the power connection through BC Hydro.

Scenarios 1 and 2 are generally encouraged due to the relative simplicity in power connections, reduced civil works costs and installation timeframes. By leveraging existing or planned building infrastructure, applicants can avoid the need for new utility service drops and minimize on-street disruption.

Scenario 3 remains a viable option, however, it may involve higher costs to arrange a direct connection with BC Hydro, additional on-street space requirements for new electrical service equipment, and longer lead times as work must align with BC Hydro's scheduling.

Information for arranging a new electrical service connection can be found on BC Hydro's website: [Electrical service connections](#).

4.2. Partnerships

As outlined above, partnerships between CPOs and developers or property owners are an effective opportunity to streamline curbside power connections and reduce installation complexity.

The City will not take responsibility for mediating these partnerships but encourages them as a practical way to enable installations. It is the responsibility of CPOs to negotiate partnership terms with developers, building owners or property managers.

Note: If applicable, proof of partnership will be required prior to application approval.

4.3. Power supply considerations

Where a proposed charger will draw electrical service from a nearby building, the applicant is responsible for confirming the building's electrical system has sufficient available capacity to support the additional load. Applicants must verify this with the property owner and, where necessary, a qualified electrical engineer or contractor before submitting an application.

If the curbside installation is associated with a new development, applicants should ensure that the building's electrical design includes adequate service capacity to support the proposed charging equipment. Early coordination with the building owner, design team, and BC Hydro is strongly encouraged to avoid future constraints or costly upgrades.

5. Location and Siting Principles

5.1. Citywide siting

Applications are welcome for all areas of Vancouver. No neighbourhoods are excluded from consideration and every proposal will be assessed on a case-by-case basis.

Applications are screened by City staff to ensure installations are compatible with existing and future street functions.

Charging stations must be adjacent to legal street parking stalls that are accessible at all hours of the day.

Locations considered ineligible include:

- Streets with no-stopping designations (at any time of day).
- Areas that conflict with existing or planned active transportation and transit infrastructure, including bus and bike lanes and car-light/car-free zones.
- Areas with other competing curbside uses including bus stops, loading zones, patios and any other curbside activities.

The City encourages applications that improve access to charging in underserved areas and support an equitable distribution of infrastructure while servicing areas with high projected curbside demand.

Figure 1 displays projected curbside charging demand across Vancouver by 2030 under a low off-street deployment scenario. As shown, there is widespread potential for curbside charging, however highest demand areas are closely aligned with high-density residential neighbourhoods with limited access to off-street parking options.

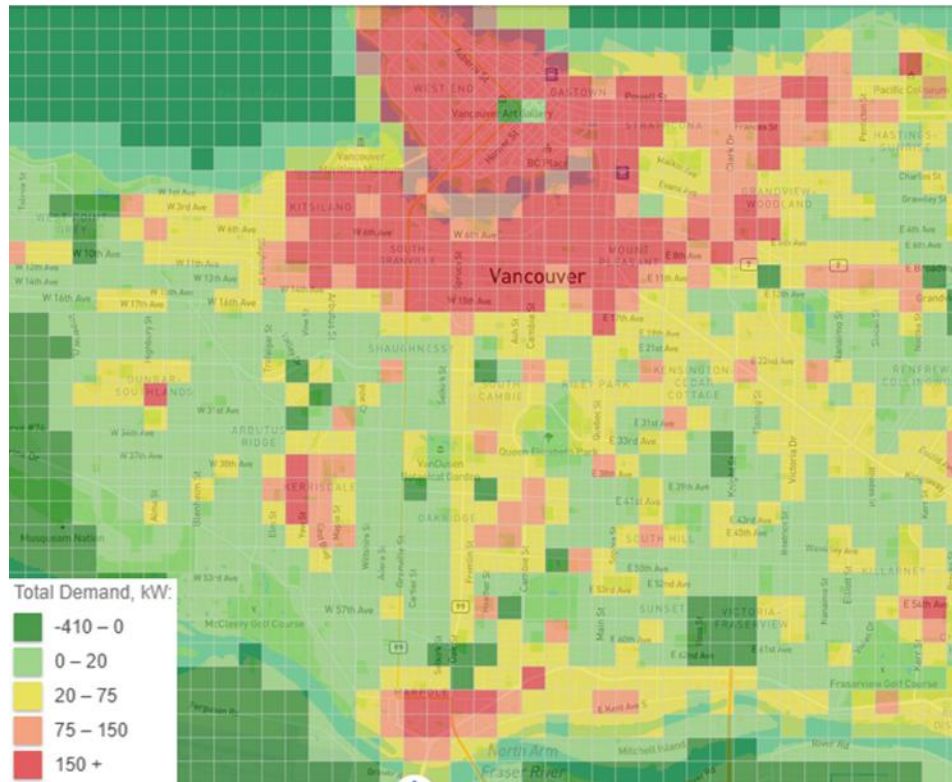


Figure 1: Projected 2030 curbside charging demand in Vancouver (Source: Asset Market, 2025).

When making siting decisions, applicants are also encouraged to consult [VanMap Viewer](#) to screen for possible infrastructure conflicts. VanMap is the City's mapping tool and provides geospatial information for a range of public assets. There are several layers within VanMap that will provide a useful indication of potential Right of Way conflicts. Some key layers include:

- Bikeways
- Bus Shelters
- Infrastructure – Street Lighting – Conduits
- Infrastructure – Sewer – Storm Mains, Sanitary Mains
- Electric Vehicle Charging Stations

Environmental factors should also be considered. Chargers should be positioned to minimize exposure to flooding or areas prone to standing water.

5.2. Complex locations

Certain corridors and neighbourhoods are likely to have a more complex review and approval processes and may have a lower likelihood of approval. While proposals in these areas will be eligible, complexities such as limited curbside space, congested utility

corridors and high redevelopment potential are likely to result in extended review and approval timeframes. Examples of such areas include:

- **Downtown Vancouver** – Dense urban environment with competing curbside uses, limited space for new electrical infrastructure and high redevelopment potential.
- **Broadway Corridor** – Ongoing SkyTrain construction and anticipated future street redesign, requiring more thorough review and coordination.
- **High-demand commercial districts or arterial corridors** – Multiple competing curbside activities including loading zones, patios, and transit lanes.

5.3. Street integration

Once a suitable location has been identified, installations must integrate safely into the public right-of-way and conform with Vancouver's [Engineering Design Manual](#). To achieve this, the following requirements apply:

- Chargers must be positioned in the boulevard between the sidewalk and curb to maintain pedestrian accessibility and minimize disruption to other street functions.
- Sidewalk width should be preserved as much as possible, but no less than a 1.8 m clear pedestrian path must be retained. Where clearance requirements cannot be met, localised footpath widening may be required.
- Chargers should be set back at least 30 cm from the curb face and must be at least 5 m from any fire hydrant.
- Avoid conflicts with driveways, utilities, street furniture, and other right-of-way assets.
- Avoid unnecessary vegetation removal and comply with the Protection of Trees Bylaw, including implementing tree protection measures during construction.
- Minimize obstruction of vehicle sightlines at intersections and driveways.
- Minimize trenching impacts by routing through soft surfaces such as grass medians as much as possible.
- Chargers must include an integrated cord management system to prevent tripping hazards. Cords cannot cross sidewalks, walkways, or driveways.

6. Parking and Car Share

6.1. Parking regulations

Following the installation of curbside charging stations, adjacent parking spaces will be designated as EV-only while charging.

Key implications include:

- Vehicles must be plugged in and actively charging to use the stall.
- The City will install signage to reflect new parking restrictions and support compliance.
- Parking enforcement will be carried out by the City in accordance with new restrictions.
- Metered parking will remain in effect where applicable. Drivers are responsible for paying parking fees as well as charging fees. Parking revenue will be retained by the City, while EV charging revenue is collected by the CPO.
- In resident permit parking zones, EV charging stalls will be open to all users. A resident permit will not be required to use the charger.

6.2. Car share

The City is actively supporting the ongoing electrification of the car share fleet. Applications that incorporate provision of dedicated EV car share stalls are welcome and encouraged. The City will continue to explore strategies to incentivize this type of deployment and recognizes the potential to support broader transportation and climate goals.

7. Technical Guidelines – Equipment Requirements

All charging equipment installed under this program must meet safety and performance standards to ensure ongoing reliability and public safety. Equipment must be certified and designed for outdoor use, capable of withstanding Vancouver's climate conditions. While the program does not restrict specific charger brands or network systems, applicants are encouraged to select equipment that promotes interoperability, ease of maintenance, and a consistent user experience across Vancouver's charging network.

The following requirements apply:

- **Certification and Standards** – All chargers must be CSA-certified and comply with the Canadian Electrical Code (CEC), Section 86, as well as the City of Vancouver Electrical Bylaw. Chargers must be listed for outdoor use and incorporate ground fault protection as required by the CEC.
- **Eligible Charger Types** – Level 2, and DC Fast Chargers are permitted under this program. Level 1 chargers will be considered eligible in select circumstances if delivered alongside a dedicated car share space.
 - Level 2 chargers must support SAE J1772 and SAE J3400 (NACS) connector types. Dual-port units are encouraged to maximize curbside utilization.
 - DC Fast Chargers must support SAE CCS and SAE J3400 (NACS) connector types. Preference is for units with output power equal to or greater than 50 kW.
- **Cord Length and Management** – Chargers must include an integrated cord management system to prevent tripping hazards and maintain a clear pedestrian path.
 - Maximum cord length is 7.6 metres (25 feet).
 - Cords must not cross sidewalks, walkways, or driveways.
 - Retractable or weighted pulley systems are recommended to keep cables off the ground and reduce hazards.

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- **Open Communication Standards** – To promote interoperability between chargers, equipment and network systems should support open protocols:
 - **Charging station communication:** Compliance with OCPP version 1.6 or higher (preferably OCPP 2.0.1) for communication between charge points and network management systems.
 - **Network interoperability and roaming:** Support for OCPI version 2.2 or higher (or equivalent open roaming protocol) to enable cross-network access, transparent pricing, and data exchange with other networks and mobility service providers.
- **Networked and Remote Monitoring Capabilities** – Select chargers that enable remote diagnostics and software updates to improve reliability and reduce maintenance costs, allowing issues to be addressed without on-site intervention.

Note: While not a requirement, applicants are encouraged to install dual port charging stations to improve efficiency in curbside utilization and offer redundancy in case of equipment failure.

8. Urban Design and Accessibility

Curbside chargers should integrate into the streetscape while maintaining safety and usability. Efforts should be made to minimize visual clutter, preserve pedestrian space, and ensure chargers are accessible to a wide range of users.

8.1. Urban design principles

Chargers should be designed and installed in a way that complements the surrounding environment. Charging equipment should:

- Be of limited physical size to reduce obstruction and visual clutter.
- Avoid projecting enclosure doors into pedestrian space. Preference is for units without doors.

Advertising is not permitted on chargers or associated enclosures. Any signage must adhere to the [Sign By-law](#). Branding is allowed, and the City may install informational signage as necessary.

Applicants are encouraged to consider graffiti-resistant finishes or decorative wraps to improve aesthetics and reduce maintenance needs.

8.2. Accessibility guidelines

It is recommended that installations are designed as much as possible to be accessible for people of varying abilities. Recommended measures include:

- Providing a clear, unobstructed approach to the charging unit.
- Positioning screens and card readers at a height between 0.8 and 1.3 metres above grade.
- Locating charging connectors within a reach range of approximately 0.6 to 1.2 metres above grade.
- Using lightweight cables with integrated cord management systems to reduce strain and prevent hazards.
- Orienting screens, displays and card readers for easy legibility at a variety of angles and lighting conditions.

- If possible, locate chargers in proximity to a pedestrian ramp.

These principles ensure that curbside chargers are visually appropriate, safe, and inclusive as much as possible for all users.

8.3. Lighting and environmental considerations

Charging stations should be installed in locations with adequate lighting to ensure safety and usability during nighttime hours. In most cases, existing street lighting will provide sufficient illumination, however, applicants should confirm that lighting levels meet recommended standards for public spaces. Where lighting is inadequate, supplemental fixtures may be needed.

9. Community Notification

Prior to charger installation, the applicant will be required to notify impacted properties that EV charging is coming to their neighbourhood. This is an applicant-led notification process, with guidance and support provided by the City.

Exact notification requirements will be determined on a case-by-case basis and conveyed to the applicant prior to installation. Notification needs will depend on the surrounding land-use context, however at minimum a letter drop to affected properties will be necessary.

Where installations fall within a Business Improvement Area (BIA), additional consultation with the BIA may be required, with support from the City.

The City will provide standardized templates for letters and notices to ensure messaging is consistent and recognizable.

10. Application and Approval Process

CPOs seeking to participate in the Public Curbside EV Charging program must proceed through the application process outlined below. The process is designed to ensure applicants can have reasonable confidence in the viability of a selected site prior to committing significant design resources. The program follows an eight-stage process from initial inquiry to charger activation. This application process is summarized in Figure 2.



Figure 2: Public Curbside EV Charging Program - Application process.

① Site Identification – Applicant-led

Applicants identify a potential curbside location, considering program siting criteria, proximity to power sources, and potential conflicts with other street uses. Partnerships with developers or property owners will be explored at this stage to facilitate curbside power connections. Prior to submitting an inquiry, it is recommended that applicants work through the pre-application checklist ([Appendix A – Pre-application Checklist](#)) to confirm readiness to move through the application process.

② Initial Inquiry – Applicant-led

Applicants submit an inquiry to the City's EV inbox (electric_vehicles@vancouver.ca), along with a pre-application form ([Appendix B – Sample Pre-application Form \(Inquiry Stage\)](#)) outlining key high-level information about the proposal including location, charger type, and anticipated power source. This stage is intended to initiate dialogue between the applicant and the City without requiring significant upfront costs. To support this step, applicants are encouraged to submit a high-level site plan outlining key elements, including:

- Proposed charger location.
- Charger type and number of stations.
- Anticipated power source.
- Anticipated conduit routing.
- Nearby infrastructure and right-of-way assets (e.g. trees, hydrants, utilities, driveways, street furniture).

③ Preliminary Screening – City-led

City staff will conduct an initial screening of the proposal to assess site suitability. This may include a pre-application consultation with City engineers, allowing for early discussion and identification of site-specific constraints. Screening checks include:

- Known utility conflicts.
- Street activity conflicts.
- Existing or planned development projects in the area.
- Consistency with program guidelines and objectives.

If the site is considered viable, the applicant will be invited to proceed to a formal application. Timeframes for this stage are anticipated to be approximately 2-4 weeks.

Note: Stages 1-3 are designed to enable early engagement with the City without significant cost commitment. The intent is to provide reasonable confidence that a site is workable and approval chances are high before applicants invest in detailed engineering designs.

④ **Formal Application – Applicant-led**

If invited to proceed, applicants prepare and submit a full application package for technical review with the help of a licensed electrical contractor. This stage is the first significant cost commitment and should only proceed when there is reasonable confidence the site is workable.

A complete application package includes:

- Completed application form ([Appendix C – Sample Full Application Form](#)).
- Engineering site plan showing:
 - Proposed charger location and conduit routing.
 - Dimensions relative to curb, sidewalk, and property lines.
 - Nearby right-of-way assets and underground utilities including trees, hydrants, poles, and street furniture.
- Depth and distance of trenching and conduit path from the power source to the installation.
- Elevation drawing showing a side view of the installation with dimensions and elevations.
- Cross-section of the underground base supporting the pedestal or unit.
- Single-line electrical diagram with load calculations, voltage calculations, and short-circuit current (required for electrical permit).
- Specification sheet for the charging unit, including cord management details.
- Any additional information requested during pre-application consultation.

⑤ **Technical Review – City-led**

The City circulates the application to relevant departments for review against siting, design, and technical standards. Consolidated feedback is provided and the applicant is advised of notification requirements based on the surrounding land-use of the proposed installation. Timeframes for this stage are anticipated to be approximately 4-6 weeks.

⑥ Licence Execution – City-led

Once approved, the City and applicant enter into a standardized licence agreement. Fees are invoiced at this stage, including a one-time plan review fee and annual licence fee. Licence term length is dependent on the proposed charger location. For installations within the Vancouver Metro Core, an initial licence term of six years will be granted with a subsequent potential four-year extension following streamlined re-confirmation of site-suitability. Areas outside of the Metro Core will be granted a 10-year licence term from the outset. Further detail on licence terms can be found in Section 11.

⑦ Installation – Applicant-led

The applicant engages a licensed electrical contractor to complete installation in accordance with approved plans. The contractor is responsible for acquiring an electrical permit from the City. This permit is applied for separately and is not included in the program application or related fees.

⑧ Activation and Operations – Applicant-led

Charging service begins. The CPO assumes responsibility for ongoing operation, maintenance, and eventual decommissioning. Chargers must display a customer service contact for public feedback. The City monitors performance and compliance with program requirements.

11. Commercial Terms and Licence Framework

The Program operates under a licence agreement, which governs the use of the public right-of-way and sets out key responsibilities and conditions. This section summarizes a selection of key commercial terms that apply to all licences. A more complete list of Council approved key principles and terms is included in [Appendix E – Key Licence Terms](#).

11.1. Licence term and renewal

The program offers two licence term structures depending on the location of the proposal:

- **Metro Core Installations** – Proposals within Vancouver’s Metro Core will be granted an initial 6-year licence term, followed by a potential 4-year extension under the same licence. The extension will be issued following a streamlined re-confirmation of site suitability to ensure the installation continues to align with current and future street functions.
- **Outside Metro Core Installations** – Installations located outside the Metro Core will be granted a 10-year licence term outright.

This structure reflects the higher development pressure and likelihood of more frequent infrastructure changes within the Metro Core, which may impact the long-term viability of curbside charging installations.

Neighbourhoods that make up Vancouver’s Metro Core include:

- West End
- Downtown
- Strathcona
- Mount Pleasant
- Fairview

A map of the Metro Core is shown in Figure 3.

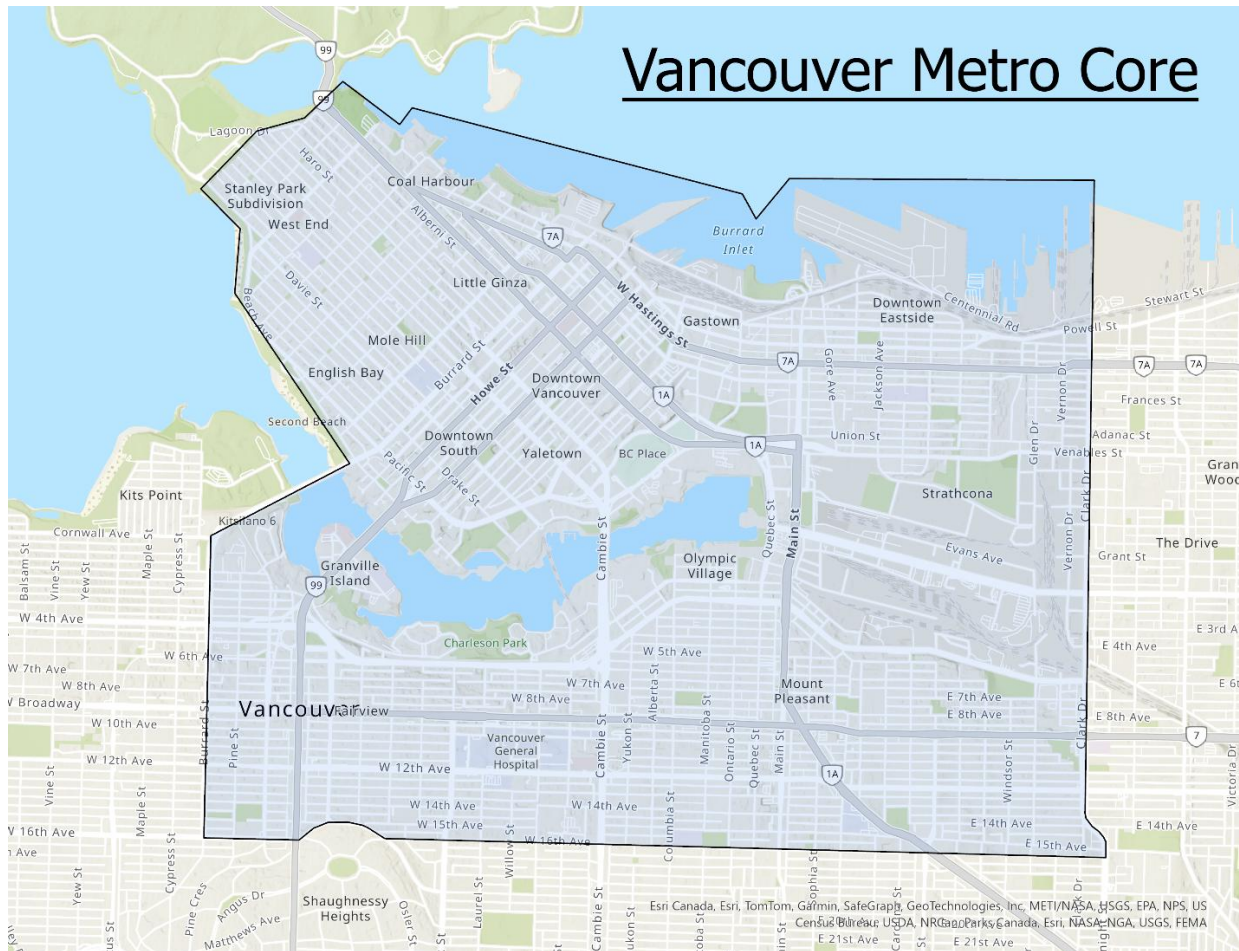


Figure 3: Vancouver Metro Core.

At the conclusion of the licence term, CPOs are welcome to reapply for a new licence at the same location, subject to reconfirmation of site suitability.

11.2. Termination and relocation

11.2.1 City-led termination

While the application process is designed to screen for future conflicts, in rare cases, the City may need to terminate a licence agreement early to accommodate unforeseeable civic projects or changes in street function. To ensure fairness in these rare cases, the City will provide compensation for non-recoverable costs associated with the installation.

Physical assets such as charging units are assumed to be re-deployable and capable of generating revenue at alternate locations and are therefore excluded from compensation.

Compensation will be capped based on the scale and type of installation, with proposals falling into one of three bands:

- **Band 1:** Up to two Level 2 stations– Maximum compensation: \$20,000.
- **Band 2:** Three or more Level 2 stations – Maximum compensation: \$40,000.
- **Band 3:** DC Fast Charge stations included – Maximum compensation: \$80,000.

Note: Bands are based on charging stations delivered and not number of ports.

Compensation caps will decrease linearly to zero over a six-year period.

This compensation structure aims to reflect the varied costs of installations and offer fair compensation for non-recoverable project costs across different scales of deployment.

Table 1 provides further detail on the applicable compensation structure for each deployment band.

Table 1: Compensation caps for each installation band.

Year of Licence	Band 1 – Up to 2 L2 Stations	Band 2 – 3+ L2 Stations	Band 3 – DC Fast Charging
Year 1	\$20,000	\$40,000	\$80,000
Year 2	\$16,600	\$33,200	\$66,400
Year 3	\$13,400	\$26,800	\$53,600
Year 4	\$10,000	\$20,000	\$40,000
Year 5	\$6,600	\$13,200	\$26,400
Year 6	\$3,400	\$6,800	\$13,600
Years 7+	\$0	\$0	\$0

11.2.2 Applicant-led termination

Applicants may terminate the agreement at their discretion without penalty. If an agreement is terminated, the applicant is responsible for removing all infrastructure from the public right-of-way.

To support service continuity a licence transfer window will apply and applicants will have a three-month period to transfer the infrastructure to another qualified operator, subject

to City approval. In the event of a transfer, the applicant will not be required to remove the infrastructure.

11.3. Temporary suspension

The City may suspend a licence temporarily for special events, maintenance work, or other short-term projects. No compensation will apply in these cases.

11.4. Data access and reporting

The City may request operational data periodically as needed to monitor program performance and inform future improvements. There are currently no fixed reporting requirements. Data collected will be used to track program progress, success, and any changes needed. All information gathered will be anonymized in public reporting and may include:

- Operational states and uptime
- Outage events
- Energy dispensed
- Number of charging sessions
- Utilization
- Average session duration

11.5. Fees and Revenue

11.5.1 Program fees

Applicants are responsible for all costs associated with installation, operation, and maintenance. Program fees include:

- One-time engineering plan review fee: \$2,400
- Annual licence fee: \$400 per installation

Fees are subject to periodic review and adjustment to ensure program sustainability.

11.5.2 Revenue opportunities

Applicants retain all revenue generated from installations. The City will not take a share of charging revenue. Revenue may be collected through user fees or clean fuel credits through the BC [Low Carbon Fuel Standard](#) or federal [Clean Fuel Regulations](#). Applicants may set user fees at their discretion and choose their own pricing structure. Any revenue-

sharing arrangements with property partners must be negotiated on a case-by-case basis and the City will not mediate these discussions.

Note: If users will be charged by kilowatt hour, charging stations must be registered with Measurement Canada: [Electric vehicle charging stations](#)

11.6. Insurance

Applicants must maintain commercial general liability insurance with a minimum coverage of \$5 million, naming the City of Vancouver as an additional insured. Proof of insurance must be provided prior to licence execution and renewed annually for the duration of the licence term.

12. Permitting, Construction and Restoration

Applicants are responsible for installing all EV charging infrastructure and restoring the public right-of-way to City standards once work is complete. All construction activity will be governed by the [Street Utilities By-law No. 10361](#) and must comply with applicable City engineering specifications and safety requirements.

A complete collection of the latest municipal design guidelines and construction standards can be found on the City of Vancouver website: [Design guidelines and construction standards | City of Vancouver](#).

12.1. Electrical permitting

All curbside charging installations require an electrical permit issued by the City of Vancouver. This permit is separate from the program application and licence agreement and must be obtained before any electrical work begins.

Electrical permits must be obtained by a Licensed Electrical Contractor who will perform the electrical work associated with the installation.

A complete electrical permit application typically includes:

- A single-line diagram showing the full electrical design, load calculations, voltage calculations, and short-circuit current.
- Site plan and elevation drawings (as submitted in the program application).
- Electrical equipment specifications, including charger model, rating, and certification.
- BC Hydro service confirmation (if applicable).
- Building owner authorization (for installations drawing power from private property).

All electrical work must comply with:

- The Canadian Electrical Code (CEC), Section 86 (Electric Vehicle Charging Systems).
- The City of Vancouver Electrical Bylaw.
- All applicable safety, grounding, fault protection, and weatherproofing requirements.

- CSA certification standards for Electrical Vehicle Supply Equipment.

Where curbside EV charging is installed as part of a new development, the electrical permit for the charging equipment will typically be included within the development's overarching electrical installation permit. In these cases, the building's electrical service and associated capacity planning are addressed through the development's design process, and applicants should ensure that the charging load is incorporated into the building's electrical design and service connection.

Where a curbside charger is proposed to draw power from an existing building, a separate electrical permit will be required, and the building owner should be aware of the impact on electrical load capacity available for future projects. Depending on the size, and condition of the building's electrical system, a [New Electrical Load Installation form \(NELI\)](#) may be required to demonstrate that the service has sufficient capacity to support the proposed charging equipment. In addition, building owners / managers should be aware of Vancouver's [Annual Operating Permit](#) requirements.

For detailed information on the electrical permitting process, please visit: [Electrical permit | City of Vancouver](#)

12.2. Trenching

Where trenching is required for conduit runs, trenches must be a minimum of 46 centimetres (18 inches) deep. Where possible, conduit routing should prioritize soft surfaces such as grass medians or planting strips to minimize disruption. All trenching and surface restoration must meet current City standards.

12.3. Inspections

Construction work may be subject to inspection at all stages, including:

- Pre-backfill inspection to confirm trench depth and conduit placement.
- Electrical rough-in inspection prior to system closure.
- Final inspection to verify compliance with approved plans and safety standards.

12.4. As-built drawings

Applicants must provide as-built drawings to the City following installation to ensure accurate records of below-ground infrastructure are retained.

13. Operations, Maintenance and Decommissioning

The CPO is responsible for all ongoing operations, maintenance, and eventual decommissioning of curbside charging infrastructure installed under this program.

There are no mandated uptime requirements, however, operators are encouraged to maintain an average annual uptime of at least 95%, consistent with the City's own network. The City may review uptime data to identify systemic issues but will not penalize occasional outages. If persistent uptime issues are observed, the City will first work with the CPO on strategies to improve user experience. If issues remain unresolved, the City reserves the right to terminate the licence agreement.

Where chargers offer payment functionality, operators must ensure that all transactions are processed in accordance with recognized industry security standards (e.g. PCI DSS) and comply with applicable privacy legislation such as Canada's Personal Information Protection and Electronic Documents Act (PIPEDA). The City of Vancouver will not be held responsible for any privacy or data breaches associated with the operation of third-party charging equipment.

All charging equipment must display a clear customer service number. Any public feedback or complaints should be routed directly to the CPO for resolution and the City will not intervene in day-to-day operations.

At the conclusion of the licence period, if the agreement is not renewed, the CPO is responsible for removing all infrastructure and restoring the public realm to City standards.

14. Program Rollout, Monitoring and Evaluation

From February 2026, the program is open for applications. The City is committed to continuous improvement of this program, including:

- **Refining application review and approval processes** – to improve clarity and consistency in service standards.
- **Monitoring program uptake** – to understand demand patterns and identify barriers to participation.
- **Evaluating site suitability** – to determine areas consistently found to be incompatible with curbside charging.
- **Assessing equity outcomes** – to identify underserved areas and inform future strategies for equitable infrastructure distribution.
- **Engaging with applicants and stakeholders** – to gather feedback and improve program delivery.

14.1. Monitoring and reporting

To support transparency and continuous improvement, the City will publish an annual program report summarizing key metrics and insights. This report will include:

- Number of installations approved.
- Locations where applications were unsuccessful, including reasons for rejection.
- Geographic distribution of installations, highlighting areas well-served and underserved by curbside charging.
- Average review and approval timeframes.
- Number and duration of temporary closures due to special events or other disruptions.

These insights aim to assist prospective applicants in better understanding program performance and inform siting decisions. The City will also use this data to guide policy updates and explore potential incentives to encourage deployment in underserved areas.

Appendix A – Pre-application Checklist

Purpose: To help applicants confirm readiness before contacting the City. Applicants should complete this checklist before submitting a Pre-Application Inquiry Form.

 Item	Notes / Guidance
☐ Site identified	A suitable curbside location has been identified that meets siting guidelines
☐ Power source considered	Electrical service availability has been considered. Adjacent building owner confirms sufficient electrical capacity to support the proposed chargers.
☐ Preliminary plan developed	Concept layout prepared, showing curbside location, clearance, and conduit routing.
☐ Charger type and quantity selected	Model, output rating, and total number of stations determined.
☐ Nearby infrastructure conflicts checked	Location reviewed for fire hydrants, driveways, bus stops, and utilities.
☐ Insurance and licensing review completed	Applicant confirms ability to provide \$5M liability insurance and enter into a licence agreement with the City.

Appendix B – Sample Pre-application Form (Inquiry Stage)

Purpose: Used to initiate early City feedback before submitting a formal application.



Applicant Information

- Organization / Company Name: _____
- Primary Contact: _____
- Phone: _____ Email: _____

Proposed Site Information

- Site Address: _____
- Adjacent Building / Property Owner: _____
- Potential Power Source (building, BC Hydro, other): _____
- Potential Power Source Address: _____
- Number of Chargers Proposed:

Charger type	Number of stations
Level 1	
Level 2	
DC Fast Chargers	

Note: Level 1 Chargers only eligible for dedicated car share spaces.

- Number of dedicated car share spaces provided (if applicable): _____



Preliminary Concept Description

- Provide a short summary of the proposed installation, including curbside location, number of stalls, and any supporting works:

Attachments (recommended)

- ☐ Concept site plan or sketch (showing curb, sidewalk, and charger layout)
- ☐ Photos of proposed location
- ☐ Proof of Commercial Liability Insurance (\$5M)

Applicant Declaration

I confirm that this submission is for preliminary review and does not constitute a formal application.

Signature: _____ Date: _____

Appendix C – Sample Full Application Form

Purpose: To be completed once the City has invited the applicant to proceed following the screening stage.



Section 1 – Applicant Details

- Legal Entity Name: _____
- Contact Person: _____
- Mailing Address: _____
- Email: _____ Phone: _____

Section 2 – Project Overview

- Site Address: _____
- Charging Stations Delivered:

Charger type	Number of stations
Level 1	
Level 2	
DC Fast Chargers	

Note: Level 1 Chargers only eligible for dedicated car share spaces.

- Power Source: ☐ Adjacent Building ☐ New BC Hydro Service
- Power Source Address _____
- Number of dedicated car share spaces provided (if applicable): _____

Section 3 – Design & Technical Details – Level 2 Stations

- Manufacturer / Model of EVSE: _____
- Output rating per port (kW): _____
- Network Platform / Back-end Software: _____
- Payment Interface: ☐ Tap ☐ App ☐ RFID ☐ Other _____
- Data & Reporting Capability: ☐ kWh ☐ Uptime ☐ Sessions
- Charging Cord Length: _____
- Accessibility features (if any): _____

Section 4 – Design & Technical Details – DC Fast Charging Stations

- Manufacturer / Model of EVSE: _____
- Output rating per port (kW): _____
- Network Platform / Back-end Software: _____
- Payment Interface: ☐ Tap ☐ App ☐ RFID ☐ Other _____
- Data & Reporting Capability: ☐ kWh ☐ Uptime ☐ Sessions
- Charging Cord Length: _____
- Accessibility features (if any): _____

Section 5 – Attachments (required)

Item	Description	Included?
Engineering Drawings (Stamped by Professional Engineer)		☐
Detailed site plan	Includes charger location, conduit routing, dimensions to curb/sidewalk/property lines, and nearby ROW assets/utilities (trees, hydrants, poles, street furniture).	☐
Trenching details	Depth and distance of trenching and conduit path from power source to charger.	☐
Elevation drawing	Side view showing installation dimensions and elevations.	☐
Cross-section drawing	Underground base supporting pedestal/unit.	☐
Electrical Design & Service Details		☐
Single-line electrical diagram	Includes load calculations, voltage calculations, and short-circuit current. Note: Applicant will be directed to apply for electrical permit if this application is approved. Do not apply for an electrical permit prior to approval.	☐
Supporting documentation		☐
Site Photos	Photos showing proposed charger location.	☐
Charging Unit Specification Sheet	Includes cord management details.	☐
Insurance Proof	Proof of insurance or intent to insure (\$5M minimum).	☐
Owner Consent (If applicable)	Declaration of property owner's consent.	☐

Section 6 – Compliance and Service Commitments

Applicants must confirm compliance with the following guidelines. Please check each box:

Usability and Access

- ☐ Our charging service is available via iOS, Android, and a web interface that does not require app installation.

Customer Support

- ☐ We will maintain customer support channels and a clear customer support contact or QR code will be displayed on all charging equipment.

Data Reporting

- ☐ Our system can generate and provide operational data to the City upon request, including:
 - uptime and outage information
 - energy dispensed (kWh)
 - charging sessions (counts, durations)
 - equipment operational status

Data Security

- ☐ We are responsible for the security of all user data collected through our charging network.
- ☐ Our systems apply current, industry-accepted security measures.

Privacy Compliance

- ☐ We comply with all applicable privacy legislation, including:
 - BC's Personal Information Protection Act, SBC 2003 c. 36
 - Federal Personal Information Protection and Electronic Documents Act, SC 2000 c 5
 - Freedom of Information and Protection of Privacy Act, RSBC 1996, c 165
- ☐ We maintain an up-to-date privacy policy describing how user data is collected, used, and retained.



Payment Security

- ☐ If payment is accepted at our chargers, all transactions will be processed in accordance with recognized payment security standards (e.g. PCI DSS).
- ☐ Cardholder data is protected through our systems or our third-party payment processor.

Integration and Interoperability

- ☐ Our charging equipment and network platform align with OCPP communication standards.

Service Reliability

- ☐ We will make reasonable efforts to maintain high charger uptime, consistent with industry practice and the City's recommended target of 95% annual uptime.
- ☐ We will address equipment faults promptly and maintain proactive maintenance routines.

Section 7 – Applicant Declaration

I certify that the information provided is true and complete. I acknowledge that installation must not proceed until a licence agreement has been executed with the City of Vancouver.

Name: _____

Title: _____

Signature: _____

Date: _____

Appendix D – Property Owner / Developer Declaration Form

Purpose: Used as evidence of property-owner consent. confirms the property owner is aware of, and supports the proposal to install curbside electric charging that draws from their electrical service.



Public Curbside EV Charging Program
Property Owner Declaration Form

Property Information

Property Address: _____

Building Type: ☐ Commercial ☐ Mixed-use ☐ Multi-unit Residential ☐ Other: _____

Owner / Developer Information

Name of Property Owner / Developer: _____

Authorized Representative (if different): _____

Email: _____ Phone: _____

Charge Point Operator Information

Name of CPO / Applicant: _____

Email: _____ Phone: _____

Declaration

By signing below, I confirm that:

- I am the legal property owner or an authorized representative of the property owner for the above address
- I approve the use of the property's electrical service to supply power to curbside charging equipment and am aware of the impact on the building's electrical load capacity
- I understand that the property owner is responsible for granting reasonable access for electrical connection work, metering, and future maintenance related to the power supply.

Name of Owner / Authorized Representative: _____

Signature: _____ Date: _____

Appendix E – Key Licence Terms

Purpose: Summary of licence terms and principles as approved by Vancouver City Council in May 2024.

APPENDIX A

LIST OF KEY PRINCIPLES AND TERMS

Key Principles: The new program will adhere to the following key principles and, where necessary, one or more principles may be incorporated into a Licence Agreement to be entered into by the City and the third party entity:

1. The overall goal is to support the City's Climate Emergency Action Plan by enabling third-party investment to expand the public EV charging infrastructure in Vancouver that will help to meet the City's demand for EV charging;
2. To achieve the above goal, City staff will aim to structure projects that balance City needs (e.g. policy, financial, operational, risk mitigation) while ensuring it remains attractive and not too cumbersome for a third party to invest its resources to install and operate public EV charging on City street;
3. The program should leverage the lessons-learned from similar programs in other cities;
4. All EV charging infrastructure installed and operated under the program will be available for public use;
5. Minimize disruptions to City street or major works while retaining some flexibility in appropriate circumstances to require a third party operator to temporarily suspend its operation at a particular location (e.g. due to filming, special events or construction) or, under exceptional circumstances, permanently remove its EV charging infrastructure;
6. Ensure that the trade-offs, such as the opportunity cost of occupying City street that could be used for other City purposes, are considered and acceptable to the City. For example, the opportunity cost associated with dedicating such space for this purpose, taking into consideration, among other factors, the amount of space needed for the EV charging infrastructure, other potential City uses for a location, the duration of a particular Licence Agreement and other relevant factors;
7. Maximize electrification co-benefits with other programs and public space needs where there is demand for power connections in the public realm.
8. When selecting or approving a particular location, City staff will consider any known or potential future City uses (e.g. in 5, 10 or 10+ years) at that location in order to minimize the risk that the City may need to take back the location and require the third party operator to remove its EV charging infrastructure;
9. If City staff determine there is a reasonable chance that the City may need to take back a location in future, staff may, in consultation with Legal Services, include a clause in the Licence Agreement that complies with the following principles:
 - a. allows the City to take back the location under an agreed set of circumstances and by providing a defined period of reasonable advance notice;
 - b. any compensation payable by the City will take into consideration the unique circumstances of the project while balancing two other principles: (i) minimizing

- financial and legal risk to the City, and (ii) making it attractive and not too cumbersome for a third party to invest in on-street EV charging;
- c. any compensation payable by the City will also consider:
- i. whether the City can offer an alternate location to the third party operator;
 - ii. the length of time EV charging was available at that location;
 - iii. sunk costs associated with project components that cannot be relocated to a different location (e.g. underground infrastructure);
 - iv. cost-recovery only and avoiding a windfall for the third party operator (i.e. take into account sunk costs, asset depreciation, revenues earned by operator, etc); and
 - v. any other factors that align with the program key principles.
10. The third party will retain the revenue generated by its EV charging equipment; accordingly, the third party will bear the financial and legal risks of each project and be responsible for all costs and obligations of a project – including costs for capital, installation and ongoing operations and maintenance, and compliance with all applicable laws, safety requirements and similar obligations;
11. The City will retain revenue from parking;
12. An indemnity will be provided from the third party in favour of the City against any harm or loss that may be suffered by the City in connection with the use of City street and entering into the Licence Agreement;
13. Licence Agreements will comply with *Vancouver Charter* section 291(g)(ii) (which allows a third party entity to encroach upon or under a street for a specified length of time – i.e. the installation and operation of EV charging infrastructure) and be satisfactory to the General Manager of Engineering Services and the Director of Legal Services; and
14. Each project and its Licence Agreement will be structured in such a way so as to avoid or minimize financial and legal risk to the City as much as possible.
15. All solicitations by the City of third parties, or awards of Licence Agreements to third parties, under this program will comply with the City's Procurement Policy.

General Terms: Each Licence Agreement will contain the following general terms subject to any additional terms or minor modifications that may be added or made by City staff in consultation with Legal Services to adapt to the particular circumstances of a project provided any modifications still generally comply with the above key principles and the spirit and intent of the following terms:

1. *Revenue and Costs of EV Charger:* Licensee will retain revenue generated by its EV chargers; accordingly, Licensee will be responsible for the risks of a project and the costs of the EV charger, installation of the EV charger and all related equipment, all electricity costs and all costs and expenses to operate, maintain or repair the EV charger and all related equipment for the duration of the term of the Licence Agreement.

2. *City approval of EV Charger:* Licensee will obtain the approval of the City in respect of the type of EV charger proposed to be installed.
3. *Public Use of EV Charger:* Licensee will make EV charging available for public use.
4. *Parking in front of EV charger:* All users of the EV charger must comply with applicable parking regulations at the location including paying applicable parking fees charged by the City. The City will retain parking revenue.
5. *Temporary Suspensions due to Filming, Special Events or Construction.* Licensee acknowledges that if the site is used from time to time for filming, special events or construction and other City approved street uses, its use may be suspended by the City for a temporary period and the City will provide reasonable advanced written notice when such temporary suspension is required. No compensation will be provided in cases of these temporary closures.
6. *Safe operation of EV Charger:* Licensee must comply with all requirements of the City and all applicable laws to ensure the safe operation of the EV charger. It is also the responsibility of the Licensee to ensure a user of its EV charging equipment complies with all applicable laws.
7. *Payment of City Licence and Other Fees:* Licensee will be required to pay City licence and other applicable fees including for project Plan Review and Administration as well as for inspection, permanent restoration of the street, sidewalk, etc. These fees will generally align with similar City bylaw fees.
8. *Installation of EV Charger:* Licensee must comply with all applicable laws, including all City by-laws and inspections, in respect of the installation of the EV charger and shall provide to the City copies of any plans, designs, drawings or other information reasonably requested by the City for approval or other City purposes.
9. *Liability caused by EV Charger and Users:* Licensee will be liable for any property damage or injury caused by the EV charger or an EV charger user to the City, a third party or the EV charger user and will indemnify the City against any damages or other losses suffered by the City in connection with the foregoing.
10. *Requirement for Insurance:* Licensee will be required to add third party liability insurance to its property insurance policy and to add the City as an additional insured party under such policy. The City may determine additional insurance requirements as the circumstances may warrant.
11. *No Advertisements.* No advertising or other markings in any form other than what is approved per the City's Sign By-law are allowed on the EV Charger or in the Licence Area or the Lands except those placed by the City.
12. *Upkeep of EV Charger:* Licensee will be required to maintain and repair the EV charger to a reasonable standard set out in the agreement.
13. *Use of City street:* There will be terms governing the use of the City street upon which the EV charger will be installed.

14. *Term of agreement:* The term of the agreement will typically be for 10 years subject to the City approving a shorter or longer term depending on the particular circumstances of a project. The City will have the right to terminate the agreement under certain defined circumstances including if Licensee does not comply with its terms.
15. *Responsibility at the end of the agreement term:* Licensee will be responsible for removing the EV charger from City street at its expense, restoring the street to its existing condition and complying with all terms of the agreement and applicable City standards pertaining to work on the street.
16. *Right of City to require removal and City compensation:* Subject to consideration of the above key principles, this clause may be included in consultation with Legal Services.