

CITY OF KELOWNA

BYLAW NO. 12582

TA23-0009 – Amendments Regarding Electric Vehicle Readiness Requirements

A bylaw to amend the "City of Kelowna Zoning Bylaw No. 12375".

The Municipal Council of the City of Kelowna, in open meeting assembled, enacts as follows:

1. THAT **Section 5 – Definitions & Interpretations, Section 5.3 – General Definitions** be amended by adding the following in the appropriate locations:
 - a) "**ELECTRIC VEHICLE** means a vehicle that uses electricity for propulsion, and that can use an external source of electricity to charge the vehicle's batteries.",
 - b) "**ELECTRIC VEHICLE ENERGY MANAGEMENT SYSTEM** means a system to control **electric vehicle supply equipment** electrical loads comprised of monitor(s), communications equipment, controller(s), timer(s) and other applicable devices.",
 - c) "**ELECTRIC VEHICLE SUPPLY EQUIPMENT** means a complete assembly consisting of conductors, connectors, devices, apparatus, and fittings installed specifically for the purpose of power transfer and information exchange between a branch electric circuit and an **electric vehicle**.",
 - d) "**ENERGIZED OUTLET** means a connected point in an electrical wiring installation at which current is taken to supply **electric vehicle supply equipment**. An energized outlet can take the form of an outlet box with a cover, or an electrical receptacle.", and
 - e) "**DIRECT CURRENT FAST CHARGING (DCFC)** means direct current electric vehicle charging as defined by SAE International's J1772 standard and includes provision of electric vehicle charging equipment.";
2. AND THAT **Section 5 – Definitions & Interpretations, Section 5.3 – General Definitions, LEVEL 2 CHARGING** be amended by deleting "." after "J1772 standard" and replacing it with the following:

"and may include variable rate charging that is controlled by an **electric vehicle energy management system**.";
3. AND THAT **Section 5 – Definitions & Interpretations, Section 5.3 – General Definitions, LEVEL 3 CHARGING** be deleted in its entirety;

4. AND THAT **Section 5 – Definitions & Interpretations, Section 5.3 – General Definitions** be amended as follows:

Deleting the following:

“**ALTERNATIVE FUEL INFRASTRUCTURE** means any one of the following:

- (a) level-3 electric vehicle charging station (also known as a DC fast charger), or its equivalent;
- (b) fast-fill compressed natural gas (CNG) vehicle refueling station;
- (c) hydrogen vehicle refueling station; and /or
- (d) liquefied petroleum gas (propane) vehicle refueling station.”

And replacing it with:

“**ALTERNATIVE FUEL INFRASTRUCTURE** means any one of the following:

- (a) Direct Current Fast Charger (DCFC), or its equivalent; and /or
- (b) Hydrogen vehicle refueling station.”;

5. AND THAT **Section 8 – Parking and Loading, Section 8.2 – Off-Street Parking Regulations** be amended by adding in its appropriate location Table 8.2.18 outlined in **Schedule A** as attached to and forming part of this bylaw;
6. AND THAT **Section 8 – Parking and Loading, Section 8.3 – Required Off-Street Parking Requirements** be amended by deleting Table 8.3 – Required Off-Street Parking Requirements in its entirety and replacing it with Table 8.3 outlined in **Schedule B** as attached to and forming part of this bylaw;
7. AND THAT **Section 8 – Parking and Loading, Section 8.3 – Required Off-Street Parking Requirements** be amended by deleting Table 8.3.1a Other Residential Parking in its entirety and replacing it with Table 8.3.1 outlined in **Schedule C** as attached to and forming part of this bylaw;
8. AND FURTHER THAT **Section 11 – Single and Two Dwelling Zones, Section 11.6 – Site Specific Regulations** be amended as follows:

Deleting the following:

“*Notwithstanding, Section 5.3 General Definitions, & Table 8.3.1a Other Residential Parking, the following uses and regulations are permitted:*

- Boarding and Lodging Houses can operate within an accessory building in addition to the Single Detached Housing; and
- The minimum parking is two stalls for the Boarding and Lodging use for the site; and
- The maximum of 14 residents on the subject property.”

And replacing it with:

“Notwithstanding, Section 5.3 General Definitions, & Table 8.3.1a Other Residential Parking, the following uses and regulations are permitted:

- Boarding and Lodging Houses can operate within an accessory building in addition to the Single Detached Housing; and
 - The minimum parking is two parking spaces for the Boarding and Lodging use for the site; and
 - The maximum of 14 residents on the subject property.”;
9. This bylaw shall come into full force and effect and is binding on all persons as and from the date of adoption.

Read a first time by the Municipal Council this

Considered at a Public Hearing on the

Read a second and third time by the Municipal Council this

Approved under the Transportation Act this

(Approving Officer – Ministry of Transportation)

Adopted by the Municipal Council of the City of Kelowna this

Mayor

City Clerk

Schedule A

Electric Vehicle Charging

8.2.18 The minimum electric vehicle parking and charging requirements are described in Table 8.2.18.

Table 8.2.18 – Minimum Electric Vehicle Parking and Charging Requirements					
Land Use / Type of Development	Minimum amount of electric vehicle energized outlets per parking space capable of providing level 2 charging ⁸				Effective Date
	Urban Centre Zones	MF1 Zone, Village Centre Zones, and Zones fronting a Transit Supportive Corridor	All other zones within the Core Area	All other zones outside the Core Area ⁶	
Apartment Housing, ^{.1, .2, .3, & .4} Stacked Townhouses, ^{.1, .2, .3, & .4} & Townhouses ^{.1, .2, .3, & .4}	Min 0.8 energized spaces ^{.6} per bachelor dwelling unit	Min 0.9 energized spaces ^{.6} per bachelor dwelling unit	Min 1.0 energized space ^{.6} per dwelling unit	Min 1.0 energized space ^{.6} per dwelling unit	April 1, 2024 ⁷
	Min 0.9 energized spaces ^{.6} per 1 bedroom dwelling unit	Min 1.0 energized space ^{.6} per 1 or more bedroom dwelling unit			
	Min 1.0 energized space ^{.6} per 2 or more bedroom dwelling unit				
Congregate Housing ^{.1, .2, .3, & .4} & Supportive Housing ^{.1, .2, .3, & .4}	Min 0.35 energized spaces per sleeping unit	Min 0.35 energized spaces per sleeping unit	Min 0.35 energized spaces per sleeping unit	Min 0.35 energized spaces per sleeping unit	
Duplex Housing, ^{.1 & .5} Semi-Detached Housing, ^{.1 & .5} &	Min 1.0 energized space per dwelling unit	Min 1.0 energized space per dwelling unit	Min 1.0 energized space per dwelling unit	Min 1.0 energized space per dwelling unit	

Single Detached Housing .1 & .5					
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FOOTNOTES (Section 8.2.18)

- .1 The minimum energized electric vehicle energized outlets do not apply to the visitor parking.
- .2 **Energized Outlets** must be labelled for their intended use for electric vehicle charging only.
- .3 **Energized Outlets** must be assigned to an individual vehicle parking space and must be located no further than 1.0 metre from that parking space.
- .4 No more than one **Energized Outlet** may be assigned to an individual vehicle parking space.
- .5 The minimum energized electric vehicle energized outlets do not apply to secondary suites or carriage houses.
- .6 The minimum amount of electric vehicle **energized outlets** per parking space capable of providing **level 2 charging** can be reduced by 75% if the lot is zoned with a "r – rental only" sub-zone that restricts the **dwelling units** to a rental only tenure and prohibits any building stratification or bareland stratification.
- .7 This is the date these regulation will come into effect.
- .8 Where base parking requires a minimum of less than 1.0 space per **dwelling** unit, all parking spaces require an **energized outlet** capable of providing **level 2 charging** shall be provided. For example: each dwelling unit should be assigned an energized parking space prior to a dwelling unit being assigned two or more energized parking spaces.

Schedule B

Table 8.3 – Required Residential Off-Street Parking Requirements⁶

Land Use / Type of Development	Urban Centre Zones ^{.5}	MF1 Zone ^{.4} , Village Centre Zones, and Zones fronting a Transit Supportive Corridor	All other zones within the Core Area	All other zones outside the Core Area ^{.3}	Minimum Visitor Parking Requirement ^{.1, .2}
Apartment Housing, Townhouses, Stacked Townhouses, & Residential Security Operator Unit	Min 0.8 spaces & Max 1.25 spaces per bachelor dwelling unit	Min 0.9 spaces ^{.4} & Max 1.25 spaces per bachelor dwelling unit	Min 1.0 space & Max 1.25 spaces per bachelor dwelling unit	Min 1.0 space & Max 1.25 spaces per bachelor dwelling unit	Min 0.14 spaces ^{.1} & Max 0.2 spaces per dwelling unit
	Min 0.9 spaces & Max 1.25 spaces per 1 bedroom dwelling unit	Min 1.0 space ^{.4} & Max 1.25 spaces per 1 bedroom dwelling unit	Min 1.2 spaces & Max 1.6 spaces per 1 bedroom dwelling unit	Min 1.25 spaces & Max 1.6 spaces per 1 bedroom dwelling unit	
	Min 1.0 space & Max 1.5 spaces per 2 or more bedroom dwelling unit	Min 1.1 spaces ^{.4} & Max 1.6 spaces per 2 bedroom dwelling unit	Min 1.4 spaces & Max 2.0 spaces per 2 bedroom dwelling unit	Min 1.5 spaces & Max 2.0 spaces per 2 bedroom dwelling unit	
		Min 1.4 spaces ^{.4} & Max 2.0 spaces per 3 bedroom dwelling unit	Min 1.6 spaces & Max 2.5 spaces per 3 bedroom or more dwelling unit	Min 2.0 spaces & Max 2.5 spaces per 3 bedroom or more dwelling unit	
Congregate Housing & Supportive Housing	Min 0.35 spaces per sleeping unit; Plus a Min 0.5 spaces per non-resident on-duty employee or a Min of 3.0 spaces (whichever is greater). Max 2.0 spaces per sleeping unit			Min 0.14 spaces & Max 0.2 spaces per dwelling unit	
Single Detached Housing, Semi-Detached Housing, &	Min 1.0 space per dwelling unit & Max n/a	Min 1.0 space per dwelling unit & Max n/a	Min 2.0 spaces per dwelling unit & Max n/a	Min 2.0 spaces per dwelling unit & Max n/a	Min 0.0 ^{.7} spaces & Max n/a

Table 8.3 – Required Residential Off-Street Parking Requirements^{.6}

Land Use / Type of Development	Urban Centre Zones ^{.5}	MF1 Zone ^{.4} , Village Centre Zones, and Zones fronting a Transit Supportive Corridor	All other zones within the Core Area	All other zones outside the Core Area ^{.3}	Minimum Visitor Parking Requirement ^{.1, .2}
Duplex Housing					

FOOTNOTES (Table 8.3.1.):

^{.1} Visitor parking is to be easily accessible to the access points of the corresponding development and/or buildings. Visitor parking is a separate minimum parking requirement that rounds up or down independent of the basic parking requirement.

^{.2} Regardless of the parking rate (spaces per unit). The minimum number of dwelling units when the first visitor parking space is required is five (5) dwelling units. For example, a lot with four (4) dwelling units does not require a visitor parking space.

^{.3} Minimum and maximum parking rates for various Comprehensive Development Zones are outline in Table 8.3.1 Other Residential Parking.

^{.4} MF1 zoned lots with four dwelling units or less shall have a minimum of one (1) parking space per dwelling unit. The parking rate identified above applies to MF1 lots with five dwelling units or more.

^{.5} All lots in the areas identified as 3 storeys in Map 4.1 within the OCP (UC1 Downtown) shall not be required to meet any vehicle parking space requirements if the height of the buildings on the lot are 4 storeys or less and 15.0 metres or less.



^{.6} This table provides the minimum and maximum base parking requirements for various residential land uses.

^{.7} Within a residential strata with five or more dwelling units the visitor parking requirement is 0.14 spaces per dwelling unit.

Schedule C

Table 8.3.1 – Other Residential Parking			
GFA = gross floor area m ² = square metres			
Land Use / Type of Development	Base Parking Requirement		Visitor Parking Requirement ^{.1}
	Minimum	Maximum	
Bed and Breakfast Homes	1.0 space per sleeping unit	1.5 spaces per sleeping unit	n/a
Boarding or Lodging Houses	1.0 space; plus 0.9 spaces per sleeping unit	1.5 space; plus 2.0 spaces per sleeping unit	n/a
Carriage House	1.0 space ^{.2}	2.0 spaces	n/a
Child Care Centre, Major	1.0 Space per 11 children of capacity	n/a	n/a
Child Care Centre, Minor	1.0 space	n/a	n/a
Group Home	1.0 space; plus 0.35 spaces per sleeping unit	2.0 spaces; plus 1.0 space per sleeping unit	n/a
Home-Based Business, Major	1.0 space	2.0 spaces	n/a
Home-Based Business, Major for Health Services on lots located on Royal Avenue or Christleton Avenue	2.5 spaces per 100 m ² GFA	5.0 spaces per 100 m ² GFA	n/a
Home-Based Business, Minor	n/a	n/a	n/a
Home-Based Business, Rural	1.0 space	n/a	n/a
Mobile Homes	2.0 spaces per dwelling unit	2.5 spaces per dwelling unit	Min 0.14 spaces & Max 0.2 spaces per dwelling unit

Residential units within the CD20 Zone	1.0 space per dwelling unit, except 0.15 spaces per student only residences	1.5 spaces per dwelling unit	Min 0.14 spaces per dwelling unit, except 0.05 spaces per student only residences & Max 0.2 spaces per dwelling unit
Residential units within the CD22 zone	1.1 spaces per dwelling unit greater than 2 bedrooms 1.0 space per 2 bedroom dwelling unit 0.9 spaces per 1 bedroom dwelling unit 0.75 spaces per bachelor dwelling unit	2.0 spaces per dwelling unit greater than 2 bedrooms 1.6 space per 2 bedroom dwelling unit 1.25 spaces per 1 bedroom dwelling unit 1.0 spaces per bachelor dwelling unit	Min 0.14 spaces & Max 0.2 spaces per dwelling unit
Residential units within the CD26 zone	1.0 space per dwelling unit	1.5 spaces per dwelling unit	Min 0.14 spaces & Max 0.2 spaces per dwelling unit
Secondary Suites	1.0 space ^{.2}	2.0 spaces	n/a
Residential Security / Operator Unit	1.0 space per dwelling unit	2.0 spaces per dwelling unit	n/a
Short – Term Rental Accommodation: • Multi-Dwelling Zones and Core Area and Other Zones	No additional parking required (i.e., equivalent to the parking requirements for the principal dwelling unit within that zone).	n/a	n/a
Short – Term Rental Accommodation: • Agriculture & Rural Zones and Single & Two Dwelling Zones	1.0 space per two sleeping units	n/a	n/a

FOOTNOTES (Table 8.3.1a.):

- ¹ Visitor parking is to be easily accessible to the access points of the corresponding [development](#) and/or [buildings](#). Visitor parking is a separate minimum parking requirement that rounds up or down independent of the basic parking requirement.
- ² [Parking space](#) can be located in the driveway and in tandem with the single detached [dwelling](#) parking as long as two additional off-street [parking spaces](#) are provided for the [principal dwelling](#). Notwithstanding [Section 8.1.4](#), parking for [secondary suites](#) or [carriage houses](#) can be surfaced with a dust-free material.
- ³ Deleted