

TA23-0009 - Schedule A – Proposed Text Amendments
Content Changes to Zoning Bylaw No. 12375

No.	Section	Current Wording	Proposed Wording	Reason for Change
1.	Section 5 – Definitions & Interpretation, 5.3 General Definitions	n/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.	New definition required for incorporating EV ready requirements into Kelowna Bylaw No. 12375
2.	Section 5 – Definitions & Interpretation, 5.3 General Definitions	n/a	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.	New definition required for incorporating EV ready requirements into Kelowna Bylaw No. 12375
3.	Section 5 – Definitions & Interpretation, 5.3 General Definitions	n/a	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 .	New definition required for incorporating EV ready requirements into Kelowna Bylaw No. 12375
4.	Section 5 – Definitions & Interpretation, 5.3 General Definitions	n/a	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.	New definition required for incorporating EV ready requirements into Kelowna Bylaw No. 12375

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No.	Section	Current Wording	Proposed Wording	Reason for Change
5.	Section 5 – Definitions & Interpretation, 5.3 General Definitions	LEVEL 2 CHARGING means a Level 2 electric vehicle charging level as defined by SAE International’s J1772 standard.	LEVEL 2 CHARGING means a Level 2 electric vehicle charging level as defined by SAE International’s J1772 standard and may include variable rate charging that is controlled by an electric vehicle energy management system .	Revise definition to align with new EV ready requirements
6.	Section 5 – Definitions & Interpretation, 5.3 General Definitions	LEVEL 3 CHARGING means direct current (DC) level 1, or higher, electric vehicle charging station as defined by SAE International's J1772 standard.	Delete	Revise definition to use current industry standard language of Direct Current Fast Charging (DCFC)
7.	Section 5 – Definitions & Interpretation, 5.3 General Definitions	n/a	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.	Revise definition to use current industry standard language of Direct Current Fast Charging (DCFC)
8.	Section 5 – Definitions & Interpretation, 5.3 General Definitions	ALTERNATIVE FUEL INFRASTRUCTURE means any one of the following: <ul style="list-style-type: none"> (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. 	ALTERNATIVE FUEL INFRASTRUCTURE means any one of the following: <ul style="list-style-type: none"> (a) Direct Current Fast Charger (DCFC), or its equivalent; and /or (b) Hydrogen vehicle refueling station. 	Alter the definition to exclude traditional fuels and focus on emission free re-powering infrastructure.

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No.	Section	Current Wording	Proposed Wording	Reason for Change
9.	Section 8.2.18 Electric Vehicle Charging	n/a	See Chart A	To introduce the minimum EV ready charging requirements across various zones.
10.	Table 8.3.1 – Residential Multi-Dwelling Parking	See Chart B	See Chart C	Reformatting, relocating various provisions, and updating the parking requirements for single family dwellings within the Urban Centres and Infill Housing to only require one parking space which is to have an electric vehicle energized outlet capable of level two charging.
11.	Table 8.3.1a – Other Residential Parking	See Chart D	See Chart E	Reformatting, relocating various provisions, and updating the parking requirements for single family dwellings within the Urban Centres and Infill Housing to only require one parking space which is to have an electric vehicle energized outlet capable of level two charging.
12.	Section 11.6 – Site Specific Regulations	Notwithstanding, Section 5.3 General Definitions, & Table 8.3.1a Other Residential Parking, the following uses and regulations are permitted:	Notwithstanding, Section 5.3 General Definitions, & Table 8.3.1a Other Residential Parking, the following uses and regulations are permitted:	Update the reference table to align with the renumbering and reformatting of the parking tables.

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No.	Section	Current Wording	Proposed Wording	Reason for Change
		<ul style="list-style-type: none"> • 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. 	<ul style="list-style-type: none"> • Boarding and Lodging Houses can operate within an accessory building in addition to the Single Detached Housing; and • The minimum parking is two <i>parking spaces</i> for the Boarding and Lodging use for the site; and • The maximum of 14 residents on the subject property. 	

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Chart A

Proposed - Table 8.2.18 – Minimum Electric Vehicle Parking and Charging Requirements

Electric Vehicle Charging

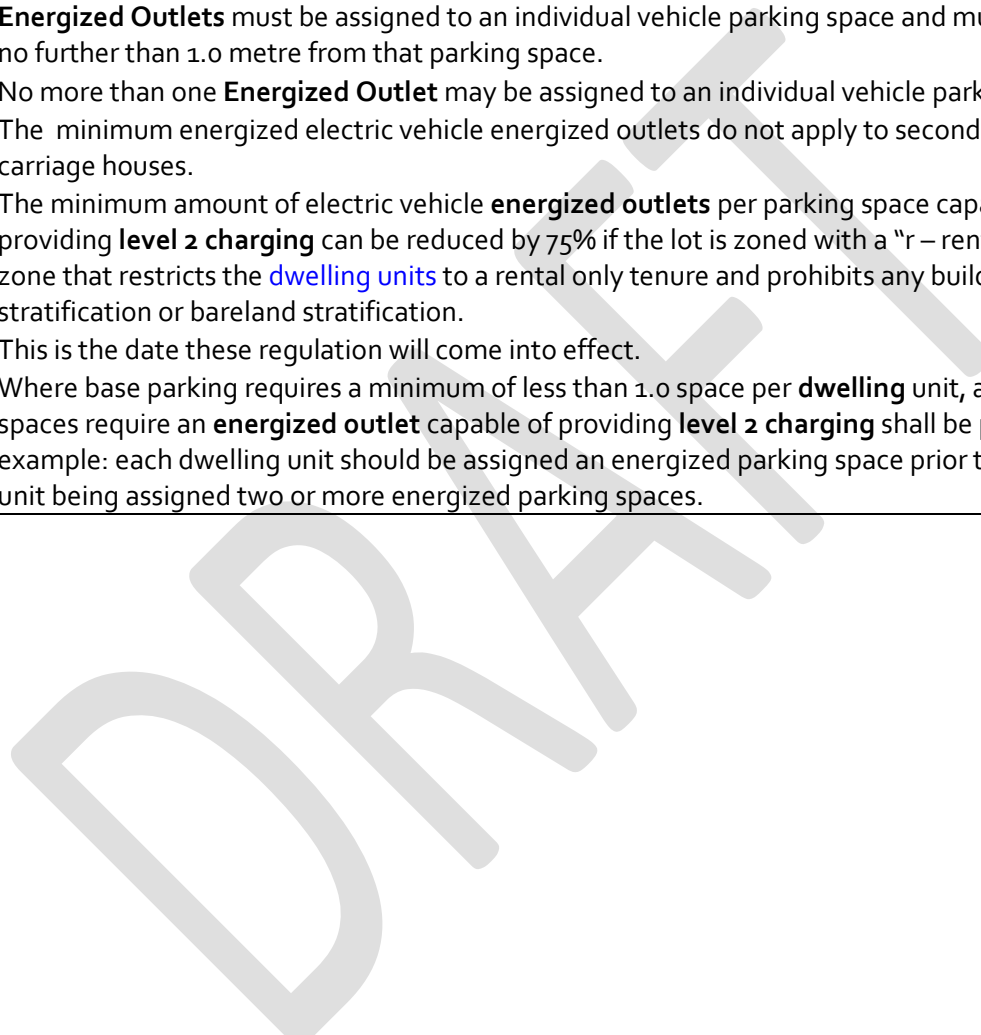
8.2.18 The minimum electric vehicle parking and charging requirements are described in Table 8.2.18.

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			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 dwelling unit	Min 1.0 energized space ⁶ per 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	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	

Housing, .1 & .5 & 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.



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Chart B


Original - Table 8.3.1 – Residential Multi-Dwelling Parking

Table 8.3 – Required Off-Street Parking Requirements					
Table 8.3.1 Residential Multi-Dwelling Parking					
Land Use / Type of Development	Base Parking Requirement (Number of spaces)				Minimum Visitor Parking Requirement .1, .2
	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	
Apartment Housing	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
Townhouses					
Stacked Townhouses					
Residential Security Operator 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	

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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 8.3.1a 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 **OC**P (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.



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Chart C


Proposed - Table 8.3.1 – Residential Multi-Dwelling Parking

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}
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-	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 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}
Detached Housing, & 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.

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Chart D

Original - Table 8.3.1a – Other Residential Parking

Table 8.3.1a 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	
Agriculture & Rural Zones and Single & Two Dwelling Zones	2.0 space per sleeping unit	n/a	0.0 spaces or Min 0.14 spaces & Max 0.2 spaces per dwelling unit ^{.3}
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 stalls 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
Congregate Housing & Supportive Housing	0.35 spaces per sleeping unit; Plus 0.5 spaces per non-resident on-duty employee or 3.0 spaces (whichever is greater)	n/a	Min 0.14 spaces & Max 0.2 spaces per dwelling unit
Group Home	1.0 space; plus 0.35 stalls per sleeping unit	2.0 spaces; plus 1.0 stall 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	2.5 spaces per 100 m ² GFA	5.0 spaces per 100 m ² GFA	n/a

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Table 8.3.1a 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	
Avenue or Christleton Avenue			
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

Table 8.3.1a 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	
Short – Term Rental Accommodation: <ul style="list-style-type: none"> 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: <ul style="list-style-type: none"> 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 Within a residential strata with five or more dwelling units the visitor parking requirement is 0.14 spaces per dwelling unit.

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Chart E

Proposed - Table 8.3.1 – Other Residential Parking

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

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	
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	1.0 space per two sleeping units	n/a	n/a

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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	
Single & Two Dwelling Zones			

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

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