

## Mark-up of Proposed Amendments - Zoning Bylaw No. 2284, 2020

### Legend

Black Font	Existing text in Zoning Bylaw No. 2284, 2020
<del>Strikethrough</del>	Proposed deletion from Zoning Bylaw No. 2284, 2020
<u>Underline</u>	Proposed addition to Zoning Bylaw No. 2284, 2020

1	Section	Proposed Amendment	Rationale
2	Part 2 Section 2.2.1	ACCESSORY means anything of a customarily incidental and <del>S</del> subordinate nature to the Principal Use of land or buildings located on the same Parcel.	Capitalizing subordinate will improve clarity and ensure consistent formatting following the addition of the definition for “subordinate”.
3	Part 2 Section 2.2.1	ACCESSORY BUILDING means a <del>S</del> subordinate non-residential Structure, the Use of which is customarily incidental to the Use of the Principal Building situated on the same Parcel or to the Principal Use being made of the Parcel upon which it is situated. Accessory Building does not include any Garage, Greenhouse or similar Structure attached to or forming part of the Principal Building.	Capitalizing subordinate will improve clarity and ensure consistent formatting following the addition of the definition for “subordinate”.
4	Part 2 Section 2.2.1	<u>DESIGNATED TRANSIT STOP means any City-recognized stop for transit service designated for the embarkation or disembarkation of passengers.</u>	The addition of this definition will approve clarity and is directly related to the addition of a provision for transit proximity parking reductions.
5	Part 2 Section 2.2.1	DEVELOPMENT <del>APPROVING</del> APPROVAL OFFICER means the person authorized to exercise land use authority in accordance with the Officer Designation and Delegation of Authority Bylaw.	This definition change is to ensure consistent wording throughout the entirety of the Zoning Bylaw.
6	Part 2 Section 2.2.1	DWELLING, DETACHED SECONDARY means an Accessory Dwelling Unit that is separate from the Principal Building on a Parcel and is <del>S</del> subordinate to the principal Dwelling Unit in terms of gross Floor Area. The principal Dwelling Unit and Detached Secondary Dwelling together form a single real estate entity.	Capitalizing subordinate will improve clarity and ensure consistent formatting following the addition of the definition for “subordinate”.
7	Part 2 Section	<u>SUBORDINATE means lesser in terms of building footprint, total square footage, Parcel Area, Height, or prevalence of Use, as determined by the Development</u>	Adding a definition for “subordinate” will improve clarity and improve consistency

	2.2.1	<u>Approving Officer.</u>	when reviewing applications.
8	Part 2 Section 2.2.1	BREWING AND DISTILLING, <u>CRAFT</u> means an Establishment for the brewing or distilling of alcoholic beverages or beverage products with alcoholic content exceeding one percent by volume, which may involve the malting, milling, mashing, lautering, boiling, fermenting, filtering, and distilling of fruit, grain, hops, maize, malt, rice, spices, vegetables or other ingredients, and which may include the sale of liquor and the serving of food, live entertainment, and games such as bean bag toss, billiard tables or foosball. <u>The total area for manufacturing must be limited to a maximum of 300m<sup>2</sup> and the total gross floor area must be limited to a maximum of 750m<sup>2</sup>.</u>	Revising the definition for “Brewing and Distilling” to be “Brewing and Distilling, Craft” will ensure that Brewing and Distilling Uses are scaled appropriately for the Zones in which they are permitted. This will also ensure that large scale brewing and distilling operations with a high water usage are restricted, which assists in conserving water use.
9	Multiple Sections	Replace “Brewing and Distilling” in Sections 7.14.2, 7.15.2, 7.16.2, 7.17.3, 7.18.2, and 7.21.2 with “Brewing and Distilling, Craft”.	This change will ensure consistency with the amended definition change (“Brewing and Distilling” to “Brewing and Distilling, Craft”).
10	Part 2 Section 2.2.1	COMMERCIAL CONVERSION means a residential building in the area described in Section <del>4.31.2</del> <del>4.30.2</del> altered to accommodate Personal and Professional Services other than a laundromat, employing fewer than five full-time or part-time employees.	This proposed change remedies an error and will ensure that the correct section is being referenced within the definition.
11	Part 2 Section 2.2.1	COMMUNITY CARE FACILITY, MINOR means the use of a <u>Single Detached residential</u> Dwelling for the care of up to six persons who are not related by blood or marriage, in a facility licensed under the Community Care and Assisted Living Act, including supervision provided to minors through a residential program, or adults who require care because of family circumstances, age, disability, illness or frailty, in the form of three or more prescribed services as defined in the Community Care and Assisted Living Regulation. <u>This Use is not permitted within Semi-Detached Dwellings or Multiple Unit Townhome Dwellings, and if proposed in a Strata Lot, the Use must be approved by the Strata Council.</u>	This proposed change improves clarification around where a Community Care Facility, Minor Use is to be permitted, and restricts these facilities from using certain dwelling types.
12	Part 2 Section 2.2.1	MULTIPLE UNIT TOWNHOME DWELLING see DWELLING, MULTIPLE UNIT <u>TOWNHOUSE-TOWNHOME.</u>	Changing the wording from “Townhouse” to “Townhome” will ensure consistency with the other definition and correctly reference the “Dwelling, Multiple Unit Townhome” definition.
13	Part 2	<u>STORAGE YARD means an area of a Parcel used for the storage of goods,</u>	Adding a definition for ‘Storage Yard’ will

	Section 2.2.1	<u>materials, and machinery. A storage yard shall not include Vehicle Wrecking, a product display yard, or a junk yard.</u>	provide businesses or Parcels in the M1 and M2 Industrial zone the option to have outdoor storage (laydown yard).
14	Part 2 Section 2.2.1	<u>STRATA LOT means the area of a Parcel apportioned to an individual strata unit.</u>	This proposed change provides greater clarification by providing a definition for the term Strata Lot.
15	Part 2 Section 2.2.1	USE, DISCRETIONARY means a Use that may be approved by the Development <del>Approval</del> <u>Approving</u> Officer, with or without conditions, subject to all provisions of this Bylaw.	This change is to ensure consistent wording throughout the entirety of the Zoning Bylaw and will correctly reference the definition for Development Approving Officer.
16	Part 3 Section 3.2	<u>3.2.7 When required, an Earthworks Permit, issued by the Director of Planning and Development Services, must be obtained prior to commencing or continuing work.</u>	The addition of this provision is in line with the adoption of Earthworks Bylaw 2313, 2021.
17	Part 4 Section 4.2	<u>4.2.4 Agricultural Land Commission rules on the Use of land take priority over the regulations of this Bylaw with respect to lands within the Provincial Agricultural Land Reserve.</u>	The addition of this provision is in accordance with comments received from the Agricultural Land Commission.
18	Part 4 Section 4.3.1(b)	b. A Use that is carried on wholly or partly in a tent, recreational vehicle, <u>travel trailer</u> , or Mobile Home, except as specifically permitted by this Bylaw;	The addition of the term travel trailer is to improve clarity, as a travel trailer may be considered as different from a recreational vehicle.
19	Part 4 Section 4.3.1	<u>f. Any Use that is water-consumption intensive, as determined by the Development Approving Officer.</u>	Prohibiting water intensive uses will be in alignment with the direction of the proposed Official Community Plan and addresses community concerns around the use of water in the community.
20	Part 4 Section 4.5.1	<u>k. the impact on agriculture;</u>	The addition of this text is in accordance with comments received from the Agricultural Land Commission.
21	Part 4 Section 4.8.1	A driveway Access to a <del>residential</del> Parcel may not be greater than 6 metres in width where the Access Abuts the Parcel Line, <u>except in the case of Semi-detached Dwellings or Multiple Unit Townhome Dwellings where driveway Access to a Parcel for each Dwelling Unit may not be greater than 3 metres in width where the Access Abuts the Parcel Line. There is no width restriction for</u>	Reducing the maximum width of driveways (at the Parcel Line) for Semi-detached Dwellings and Multiple Unit Townhome Dwellings will allow for multiple accesses on the same parcel while reducing the

		<u>an Access where a Rear Parcel Line Abuts a Lane.</u>	width to help maintain street parking.
<b>22</b>	Part 4 Section 4.8.2	A residential Parcel may have a maximum of one Frontage Access and one additional Access from a Lane, except in the case of <u>a Semi-Detached Dwellings</u> <u>and</u> Multiple Unit Townhome Dwelling buildings where each Dwelling Unit may have its own Access.	The addition of Semi-Detached Dwellings to this provision will allow both Dwelling Units to have parcel access (a driveway for each unit).
<b>23</b>	Part 4 Section 4.8.3	The location <u>and number</u> of <u>an Parcel</u> Access is subject to approval by the Development Approving Officer or Building Inspector.	This adjustment ensures that Parcel Access for all lots, including commercial and industrial lots, will be subject to approval to confirm that all requirements are being met.

24	Part 4 Table 4.11	<b>Table 4.11: Projections</b>		The additions to this table include structures or features similar to the types of structures or features already identified, which helps to improve clarity around what can project into the setbacks.
		<b>Feature</b>	<b>Maximum Projection into Setback</b>	
		<b>Projections from a Structure</b>		
		chimneys	0.6 metres into any Setback	
		eaves, eavestroughs, <u>roofs</u> and gutters	0.6 metres interior side 1.5 metres front, exterior <u>side</u> or rear	
		canopies and awnings	0.6 metres interior side 1.5 metres front or exterior side 3.0 metres rear	
		covered or uncovered balconies, porches, decks, <u>patios</u> or verandas	1.5 metres front or exterior side 3.0 metres rear  If less than 0.6 metres from Grade, not subject to regulations  <u>No portion of the foundation shall project</u>	
		patios for Food Primary Establishments, Liquor Primary Establishments or Brewing and Distilling	No limit	
		fire escapes, <u>open stairways</u> , <u>landings</u> , <u>steps</u> or ramps	1.5 metres front or exterior side	
		wheelchair ramps	No limit	
		stairs to access a basement below Grade	No limit	
		ornamental elements such as sills, cornices, bay windows, <u>parapets</u> or pilasters	0.6 metres into any Setback	
		any cantilevered, architectural projection that constitutes less than 25% of the wall face to which the projection is attached	0.6 metres into any Setback	
		<b>Free Standing Projections</b>		
fences, landscape screening, retaining wall, or sign Structures	No limit, except as otherwise limited by this or other legislation			
Accessory Buildings, including bicycle storage lockers and sheds used for storage of horticultural tools and supplies (see <i>Section 4.16</i> )	Up to 4.8 metres front, with a minimum 1.2 metre Front Setback in residential zones.			
free standing lighting poles, warning devices, antennas, poles, masts, utility poles, wires, flag poles, gasoline service pumps and pump islands or electric charging stations, <u>freestanding solar installations</u> , <u>air conditioners</u> , <u>book libraries (little free libraries) up to 1.8m tall</u> , <u>arbours up to 1.8m wide and 2.5m tall</u>	No limit, except as otherwise limited by this bylaw or other legislation			
<b>Underground Projections</b>				
underground Structures	No limit, provided that the top surface does not extend more than 0.5 metres above the average Grade			
25	Part 4	Siting exceptions in this Bylaw are subject to any requirements of the Ministry of		The addition of this text is in accordance

	Section 4.11.1	Transportation and Infrastructure in relation to arterial Highways <u>and the Agricultural Land Commission in relation to lands within the Provincial Agricultural Land Reserve.</u>	with comments received from the Agricultural Land Commission.
26	Part 4 Section 4.11.3	Notwithstanding the projections in Table 4.11, canopies, awnings, patio coverings or other architectural projections may be permitted to project beyond a front or exterior side Parcel Line, subject to Development <del>Approval</del> <u>Approving Officer</u> , and if required, Ministry of Transportation and Infrastructure, <u>and Agricultural Land Commission</u> , approval.	The proposed changes are to ensure consistency with the definitions, and is in accordance with comments received from the Agricultural Land Commission.
27	Part 4 Section 4.12	<u>4.12.3 If a new building's exterior side wall is adjacent to a vacant Parcel or within 2.4 metres of a Building on an Abutting Parcel, and will be taller than the neighbouring Building by at least one Storey, the new building's blank wall (fire wall) may be required to include a mural, at the discretion of the Development Approving Officer.</u>	This provision will reduce the presence of blank walls, while encouraging vibrancy and adding visual interest.
28	Part 4 Section 4.13.1	The <del>maximum h</del> Height of <u>new or existing</u> Structures <del>permitted elsewhere in this Bylaw</del> may be exceeded to a maximum of 3.0 metres for industrial cranes, upright silos, grain elevators, telecommunication towers, tanks, bunkers, radio and television antennas, church spires, belfries, and domes, monuments, chimneys and smoke stacks, flag poles, stadiums, stadium bleachers, lighting poles, elevator shafts, stair towers, fire and hose towers, hydro transmission towers, rooftop pergolas, rooftop solar panels, and rooftop mechanical equipment.	This revision is to ensure the height exception is limited to 3m over a new or existing building height. Currently a single storey building can have a rooftop structure which exceeds the maximum height by 3m, which could have lead to potentially tall towers.
29	Part 4 Section 4.13	<u>4.13.2 Height restrictions for agricultural buildings within the Provincial Agricultural Land Reserve are subject to Agricultural Land Commission requirements and approval.</u>	The addition of this provision is in accordance with comments received from the Agricultural Land Commission.
30	Part 4 Section 4.14.1	<u>c. No fence facing, and constructed on or within 3 metres of the Front Parcel Line, may exceed 1.25m in height.</u>	This revision remedies a current loophole where fences along the Front Parcel Line where a front building setback is 0m can be taller than 1.25m.
31	Part 4 Section 4.14.2	<u>c. No fence facing, and constructed on or within 3 metres of the Front Parcel Line, may exceed 1.25m in height.</u>	This revision remedies a current loophole where fences along the Front Parcel Line where a front building setback is 0m can be taller than 1.25m.
32	Part 4 Section	Shipping Containers, cargo containers, and similar metal storage containers may only be used as commercial, industrial, institutional, <u>agricultural</u> or residential	The addition of this text is in accordance with comments received from the

	4.19.1	Structures, or components of Structures, if the Shipping Container has been converted to meet the BC Building Code and has been issued a building permit from the City of Merritt.	Agricultural Land Commission.
<b>33</b>	Part 4 Section 4.19	<u>4.19.8 Unless stated elsewhere in this Bylaw, the number of Shipping Containers permitted ancillary to a permitted Use in the AR1 zone for storage purposes is based on Parcel Area at a rate of one Shipping Container per 2 hectares, with the exception of Parcels in the Agricultural Land Reserve, which are subject to restrictions and approval by the Agricultural Land Commission.</u>	The addition of this provision is in accordance with comments received from the Agricultural Land Commission.
<b>34</b>	Part 4 Section 4.26	<u>4.26.5 Notwithstanding the regulations outlined in Table 4.26, if a homeowner of a Single Detached Dwelling partners with a developer to replace the house with a Multiple Unit Dwelling, the new building is eligible to receive a density bonus of 1 additional Dwelling Unit to enable the original homeowner to live in the new building, which would be outlined in a housing agreement or covenant.</u>	This provision enables a “Single Family Home Swap” which allows for the creation of additional housing units in existing residential neighbourhoods, while allowing the existing residents to continue living in their neighbourhood.
<b>35</b>	Part 4 Section 4.29.1	<u>The minimum Parcel Area for subdivision is 1 hectare for Parcels not connected to a community sewer system. Parcels being subdivided must adhere to the regulations outlined in the City of Merritt Sanitary Sewer Bylaw No. 2182, 2015, as amended from time to time.</u>	This change reduces the presence of conflicting information between the Zoning Bylaw and the Sanitary Sewer Bylaw.
<b>36</b>	Part 4 Section 4.35	<u>4.35.6 At least one Parking Space for the principal Dwelling and the Parking Space for the Secondary Suite must be located so as to provide direct vehicular Access to the street without obstruction by a vehicle parked in another Parking Space.</u>	This provision ensures vehicle parking for both the principal Dwelling and the Secondary Suite will be unobstructed and have access to the street. This is in line with a provision that outlines the same requirement for Detached Secondary Dwellings.
<b>37</b>	Part 4 Section 4.37.1	Backyard Hens are restricted to Parcels in the R1, R1A, R2, <del>and</del> R3, <u>P2, and P3</u> zones.	This change permits backyard hens in additional zones (P2 and P3). This would allow for potential educational opportunities.
<b>38</b>	Part 4 Section 4.41	<u>4.41.3 For properties within the Provincial Agricultural Land Reserve, the regulations outlined in this section may not apply.</u>	The addition of this provision is in accordance with comments received from the Agricultural Land Commission.
<b>39</b>	Part 4	<u>4.42 Strata Developments</u> <u>4.44.1 Building and bare land strata is permitted in all residential, commercial,</u>	The addition of this section provides added clarity around where strata development is

		<u>and industrial zones.</u>	permitted.
40	Part 4	<p><u>4.43 Temporary Use Permits</u></p> <p><u>4.43.1 Temporary Use Permits may be issued for any Use on any Parcel on which it is not already a contemplated Use.</u></p> <p><u>4.43.2 Temporary Use Permits are at the discretion of, and can be issued and extended by the Development Approving Officer.</u></p> <p><u>4.43.3 Temporary Use Permits may be issued for 1 year, and may be extended up to a maximum of 2 times, for 1 year periods each time.</u></p> <p><u>4.43.4 Notwithstanding Section 4.43.1, industrial Uses are not permitted to be located on residential Parcels.</u></p>	The inclusion of this section will provide added guidance to when temporary use permits can be issued and for how long. This will also give approving authority to the Development Approving Officer. It will replace the regulations that are being removed from the Official Community Plan.
41	Part 5 Section 5.1.4	No person at any time may park or store any commercial vehicle, truck, bus, motor home, truck camper, travel trailer, <u>utility trailer</u> , tow truck or any construction equipment or truck or commercial vehicle containing building material on a Parcel in a residential zone, except:	The addition of the term utility trailer is to improve clarity.
42	Part 5 Section 5.4.1	Parking Spaces in strata <u>or purpose-built rental</u> developments may be provided by way of communal parking areas, rather than on each strata <u>or purpose-built rental</u> lot.	This change ensures that purpose-built rental developments will also be included in this parking provision, where parking can be provided through communal parking areas.
43	Part 5 Section 5.4.2	Where Common Parking exists, a pathway or sidewalk must connect the parking areas to the strata <u>or purpose-built rental</u> units.	This change ensures that purpose-built rental developments will also be included in this parking provision, where parking can be provided through communal parking areas. This specific provision requires that pedestrian connections be provided for connectivity purposes.

44	Part 5 Table 5.6	<b>Table 5.6: Minimum Parking Space and Aisle Dimensions</b>						This change reduces the minimum required width of a drive aisle between parking stalls from 7.0m to 6.0m. This helps reduce the space required for parking lots, and is consistent with the width of a drive aisle without adjacent parking. The change in stall width is to accommodate parking on standard residential lots (example, off a lane, 6 spots at 2.5m in width can fit perfectly on a 15m wide lot). This reduction in stall width will still accommodate larger vehicles such as trucks.
		<b>Parking Angle (A)*</b>	<b>Aisle Width (B)*</b>	<b>Stall Depth (C)*</b>	<b>Stall Width (D)*</b>	<b>Stall Width Parallel to Aisle (E)*</b>	<b>Clearance</b>	
		<b>Regular Size Parking Spaces</b>						
		0° (parallel)	3.0 m	7.0 m	2.56 m	7.0 m	2.0 m	
		30°	3.1 m	5.3 m	2.56 m	5.6 m	2.0 m	
		45°	3.5 m	6.1 m	2.56 m	4.0 m	2.0 m	
		60°	5.5 m	6.4 m	2.56 m	3.2 m	2.0 m	
		90°	6.7.0 m	5.8 m	2.56 m	2.6 m	2.0 m	
		<b>Small Size Parking Spaces</b>						
		0° (parallel)	3.0 m	6.5 m	2.45 m	6.5 m	2.0 m	
		30°	3.1 m	5.0 m	2.45 m	2.6 m	2.0 m	
		45°	3.5 m	5.5 m	2.45 m	2.7 m	2.0 m	
		60°	5.5 m	5.8 m	2.45 m	2.8 m	2.0 m	
		90°	6.7.0 m	4.8 m	2.45 m	2.5 m	2.0 m	
<b>Accessible Parking Spaces</b>								
All configurations	Same as Regular Size	Regular Size plus 0.2 m	3.9 m	Same as Regular Size	2.3 m			
<b>All two-way drive aisles without adjacent parking</b>								
N/A	6.0 m	N/A	N/A	N/A	2.0 m			

45 Part 5  
**5.9 Transit Proximity Parking Reduction**  
**5.9.1 There is no parking requirement for Detached Secondary Dwellings or Secondary Suites if the Parcel is within 200 metres of a Designated Transit Stop.**  
**5.9.2 Notwithstanding the regulations outlined in Table 5.8, parking requirements may be reduced by up to one Parking Space per Dwelling Unit for affordable housing developments if the Parcel is within 200 metres of a Designated Transit Stop.**

The addition of this section encourages the use of multiple modes of transportation, including the use of public transit, and will reduce parking requirements for Parcels located near Designated Transit Stops. While this will reduce parking requirements, developers or owners would still have the option to provide parking if desired.

46 Part 5  
Section  
5.9.1  
Vehicle parking requirements outlined in Table 5.16 shall be reduced by 0.25 spaces per Dwelling **or per commercial unit** for Parcels in the City Centre Parking Zone, as illustrated in Figure 5.10.

This revision includes commercial units in the parking reduction, whereas commercial units were previously excluded from this reduction.

47	Part 5 Table 5.16	<b>Table 5.16 (Ctd): Off-Street Parking and Loading Requirements</b>							The changes to the Commercial section of this table will improve clarity for developers and City staff. Adding specific provisions for Parking Spaces at takeout only restaurants ensures that they will still be providing some parking, whereas previously they were excluded from the parking requirement due to not providing seating. Including concession stands and takeout only businesses in the requirement for bike parking is for the same reason, they were previously excluded due to not providing seating. Excluding Food Primary and Liquor Primary Establishments on Quilchena Avenue between Chapman Street and Charters Street from a parking requirement will help business owners who do not have space or access to many parking stalls. Reducing this parking requirements will also help to promote walkability and other modes of transportation within the City Centre.
		<b>Class of Building or Use</b>	<b>Minimum Vehicle Parking Spaces</b>	<b>Minimum Visitor Vehicle Parking Spaces</b>	<b>Minimum Vehicle Loading Spaces</b>	<b>Minimum Bike Parking – Short-Term</b>	<b>Minimum Bike Parking – Long-Term</b>	<b>Minimum Motorcycle Parking</b>	
		<b>Commercial</b>							
		Motel	1 per Sleeping Unit	0.05 per Sleeping Unit	N/A	0.2 per Sleeping Unit	0.05 per Sleeping Unit	0.05 per Sleeping Unit	
		Hotel	1 per Sleeping Unit	0.02 per Sleeping Unit	1 space	0.2 per Sleeping Unit	0.05 per Sleeping Unit	0.05 per Sleeping Unit	
		Short-Term Rental – AR1, R1, R1A and R2 zones	1 space, in addition to Dwelling requirement	N/A	N/A	1 per Sleeping Unit	N/A	N/A	
		Golf Driving Range	1 per tee	N/A	N/A	0.1 per tee	N/A	N/A	
		Golf Course	2 per hole	N/A	1 space per 9 holes	0.1 per hole	1 per 9 holes	N/A	
		Home-based Business – AR1, R1, R1A and R2 zones	1 per Home-based Business, in addition to Dwelling requirement	N/A	N/A	1 space	N/A	N/A	
		Food Primary Establishment, Liquor Primary Establishment	1 per 6 seats  <u>For takeout only businesses the requirement is 1 per 100m<sup>2</sup> Floor Area</u>  <u>On Quilchena Avenue between Chapman Street and Charters Street the requirement is 0 Parking Spaces</u>	N/A	1 per 1500 m <sup>2</sup> Floor Area	1 per 8 seats  <u>For concession stands and takeout only businesses the requirement is 6</u>	1 per 500 m <sup>2</sup> Floor Area	1 per 1000 m <sup>2</sup> of Floor Area	
Commercial Retail, Personal and Professional Services	1 per 100 m <sup>2</sup> Floor Area	N/A	1 per 1500 m <sup>2</sup> Floor Area	1 per 500 m <sup>2</sup> of Floor Area	1 per 500 m <sup>2</sup> of Floor Area	1 per 1000 m <sup>2</sup> of Floor Area			
48	Part 6 Section 6.2.2	Landscape Screening consists of the following, <del>subject to 6.2.2(d)</del> :					This change removes an incorrect reference to a Zoning Bylaw section.		
49	Part 6 Section 6.2.3	<u>g. If trees are approved as a screening method by the Development Approving Officer, the trees may exceed the heights outlined in 6.2.3; however, any materials being screened may not exceed the heights outlined in 6.2.3.</u>					This addition outlines requirements for when trees are used as a method of screening, which provides clarification and guidance to applicants and developers, as well as City staff.		
50	Part 6 Section 6.4.1 (e)	Landscaped islands must <u>have a minimum width of 1 metre, and</u> be clearly delineated as separate and in addition to required vehicle parking and loading spaces described in Table 5.16.					Including a minimum width requirement for landscaped islands provides clarification and guidance to applicants and developers, as well as City staff.		

51	Part 6 Section 6.7.3	A landscape security deposit in the amount 120% of the landscape cost estimate must be submitted with the landscape plan. When all works are completed, the City will refund 90% of the security deposit. The remaining 10% will be retained for one additional year to ensure the plants are established. <u>In addition to the security deposit, a non-refundable fee in the amount of 2% of the landscape cost estimate will be required for the landscape inspections.</u>	Requiring a non-refundable fee in the amount of 2% of the landscape cost estimate will help to cover the costs associated with conducting the necessary landscape inspections.																			
52	Part 7 Section 7.2.2	<u>h. For Provincial Agricultural Land Reserve properties, any other Use as permitted by the Agricultural Land Commission.</u>	The addition of this text is in accordance with comments received from the Agricultural Land Commission.																			
53	Part 7 Section 7.2.3	<u>i. For Provincial Agricultural Land Reserve properties, any other Use as permitted by the Agricultural Land Commission.</u>	The addition of this text is in accordance with comments received from the Agricultural Land Commission.																			
54	Part 7 Table 7.2.4	<table border="1" data-bbox="382 630 1314 769"> <thead> <tr> <th colspan="5" data-bbox="382 630 1314 669">Table 7.2.4 Subdivision Regulations</th> </tr> <tr> <th data-bbox="382 669 569 695">Use</th> <th data-bbox="569 669 756 695">Parcel Type</th> <th data-bbox="756 669 942 695">Minimum Parcel Area</th> <th data-bbox="942 669 1129 695">Minimum Parcel Width</th> <th data-bbox="1129 669 1314 695">Minimum Parcel Depth</th> </tr> </thead> <tbody> <tr> <td data-bbox="382 695 569 769" rowspan="2">All permitted uses as outlined in 7.2.2</td> <td data-bbox="569 695 756 721">ALR</td> <td data-bbox="756 695 942 721">8020,000 m<sup>2</sup></td> <td data-bbox="942 695 1129 721">40 metres</td> <td data-bbox="1129 695 1314 721">50 metres</td> </tr> <tr> <td data-bbox="569 721 756 769">Outside ALR</td> <td data-bbox="756 721 942 769">10,000 m<sup>2</sup></td> <td data-bbox="942 721 1129 769">40 metres</td> <td data-bbox="1129 721 1314 769">50 metres</td> </tr> </tbody> </table>	Table 7.2.4 Subdivision Regulations					Use	Parcel Type	Minimum Parcel Area	Minimum Parcel Width	Minimum Parcel Depth	All permitted uses as outlined in 7.2.2	ALR	8020,000 m <sup>2</sup>	40 metres	50 metres	Outside ALR	10,000 m <sup>2</sup>	40 metres	50 metres	The addition of this text is in accordance with comments received from the Agricultural Land Commission.
Table 7.2.4 Subdivision Regulations																						
Use	Parcel Type	Minimum Parcel Area	Minimum Parcel Width	Minimum Parcel Depth																		
All permitted uses as outlined in 7.2.2	ALR	8020,000 m <sup>2</sup>	40 metres	50 metres																		
	Outside ALR	10,000 m <sup>2</sup>	40 metres	50 metres																		
55	Part 7 Section 7.2.5	<u>c. Notwithstanding the regulations outlined in Table 7.2.5, Parcels located within the Provincial Agricultural Land Reserve must conform to the requirements of the Agricultural Land Commission.</u>	The addition of this provision is in accordance with comments received from the Agricultural Land Commission.																			
56	Part 7 Section 7.2.6	<u>b. Mobile Homes and Modular Homes located on Parcels within the Provincial Agricultural Land Reserve must conform to the requirements of the Agricultural Land Commission.</u>	The addition of this provision is in accordance with comments received from the Agricultural Land Commission.																			
57	Part 7 Section 7.2.8	<u>d. All Structures and Uses located within the Provincial Agricultural Land Reserve must comply with requirements of the Agricultural Land Commission.</u>	The addition of this provision is in accordance with comments received from the Agricultural Land Commission.																			

**58** Part 7  
Table  
7.3.6

Table 7.3.6 Site Development Regulations								
Use	Parcel Type	Maximum Density	Minimum Front Setback	Minimum Interior Side Setback	Minimum Exterior Side Setback	Minimum Rear Setback	Maximum Height	Maximum Parcel Coverage
Dwelling, Single Detached	Lane access	1 Dwelling Unit per Parcel	3 metres	1.2 metres	N/A	6 metres	Lesser of 12 metres or 2.5 storeys	65%, except as outlined in 7.3.6(b)
	Front Access	1 Dwelling Unit per Parcel	6 metres	1.2 metres	N/A	3 metres	Lesser of 12 metres or 2.5 storeys	
	Corner	1 Dwelling Unit per Parcel	6 metres	1.2 metres	2.8 metres	3 metres	Lesser of 12 metres or 2.5 storeys	
	Lane Access Corner	1 Dwelling Unit per Parcel	3 metres	1.2 metres	2.8 metres	6 metres	Lesser of 12 metres or 2.5 storeys	
	Panhandle	1 Dwelling Unit per Parcel	3 metres, not including panhandle access	1.2 metres, excluding panhandle access	2.8 metres, excluding panhandle access	3 metres	Lesser of 12 metres or 2.5 storeys	
	Pie	1 Dwelling Unit per Parcel	6 metres	1.2 metres	2.8 metres	3 metres	Lesser of 12 metres or 2.5 storeys	
Dwelling, Semi-Detached	Lane Access	2 Dwelling Units per Parcel	3 metres	1.2 metres	N/A	6 metres	Lesser of 12 metres or 2.5 storeys	
	Front Access	2 Dwelling Units per Parcel	6 metres	1.2 metres	N/A	3 metres	Lesser of 12 metres or 2.5 storeys	
	Corner	2 Dwelling Units per Parcel	6 metres	1.2 metres	6 metres	3 metres	Lesser of 12 metres or 2.5 storeys	
	Lane Access Corner	2 Dwelling Units per Parcel	3 metres	1.2 metres	2.8 metres	6 metres	Lesser of 12 metres or 2.5 storeys	
	Panhandle	2 Dwelling Units per Parcel	3 metres, not including panhandle access	1.2 metres, excluding panhandle access	2.8 metres, excluding panhandle access	3 metres	Lesser of 12 metres or 2.5 storeys	
	Pie	2 Dwelling Units per Parcel	6 metres	1.2 metres	2.8 metres	3 metres	Lesser of 12 metres or 2.5 storeys	
Dwelling, Detached Secondary	all Parcel types	1 Detached Secondary Dwelling per Parcel	Front Building Line	1.2 metres	2.8 metres	1.2 metres	Lesser of 10.5 metres or 2 storeys	
Accessory Building	all Parcel types	N/A	Front Building Line	1.2 metres	<del>1.2-2.8</del> metres	1.2 metres	Lesser of 5 metres or 1.5 storeys	

Changing the Exterior Side Setback for an Accessory Building from 2.8m to 1.2m is consistent with other zones.

59 Part 7  
Table  
7.4.6

Table 7.4.6 Site Development Regulations								
Use	Parcel Type	Maximum Density	Minimum Front Setback	Minimum Interior Side Setback	Minimum Exterior Side Setback	Minimum Rear Setback	Maximum Height	Maximum Parcel Coverage
Dwelling, Single Detached	Lane Access	1 Dwelling Unit per Parcel	3 metres	1.2 metres	N/A	6 metres	Lesser of 12 metres or 2.5 storeys	60%, except as outlined in 7.4.6(b)
	Front Access	1 Dwelling Unit per Parcel	6 metres	1.2 metres	N/A	6 metres	Lesser of 12 metres or 2.5 storeys	
	Corner	1 Dwelling Unit per Parcel	6 metres	1.2 metres	2.8 metres	6 metres	Lesser of 12 metres or 2.5 storeys	
	Lane Access Corner	1 Dwelling Unit per Parcel	3 metres	1.2 metres	2.8 metres	6 metres	Lesser of 12 metres or 2.5 storeys	
	Panhandle	1 Dwelling Unit per Parcel	3 metres, not including panhandle access	1.2 metres, excluding panhandle access	2.8 metres, excluding panhandle access	3 metres	Lesser of 12 metres or 2.5 storeys	
	Pie	1 Dwelling Unit per Parcel	6 metres	1.2 metres	2.8 metres	3 metres	Lesser of 12 metres or 2.5 storeys	
Dwelling, Semi-Detached	Lane Access	2 Dwelling Units per Parcel	3 metres	1.2 metres	N/A	6 metres	Lesser of 12 metres or 2.5 storeys	
	Front Access	2 Dwelling Units per Parcel	6 metres	1.2 metres	N/A	6 metres	Lesser of 12 metres or 2.5 storeys	
	Corner	2 Dwelling Units per Parcel	6 metres	1.2 metres	6 metres	6 metres	Lesser of 12 metres or 2.5 storeys	
	Lane Access Corner	2 Dwelling Units per Parcel	3 metres	1.2 metres	2.8 metres	6 metres	Lesser of 12 metres or 2.5 storeys	
	Panhandle	2 Dwelling Units per Parcel	3 metres	1.2 metres	2.8 metres	3 metres	Lesser of 12 metres or 2.5 storeys	
	Pie	2 Dwelling Units per Parcel	6 metres	1.2 metres	2.8 metres	3 metres	Lesser of 12 metres or 2.5 storeys	
Dwelling, Detached Secondary	all Parcel types	1 detached secondary Dwelling per Parcel	Front Building Line	1.2 metres	2.8 metres	1.2 metres	Lesser of 10.5 metres or 2 storeys	
Accessory Building	all Parcel types	N/A	Front Building Line	1.2 metres	<del>1.2-8</del> metres	1.2 metres	Lesser of 5 metres or 1.5 storeys	

Changing the Exterior Side Setback for an Accessory Building from 2.8m to 1.2m is consistent with other zones.

**60** Part 7  
Table  
7.5.6

Table 7.5.6 Site Development Regulations								
Use	Parcel Type	Maximum Density	Minimum Front Setback	Minimum Interior Side Setback	Minimum Exterior Side Setback	Minimum Rear Setback	Maximum Height	Maximum Parcel Coverage
Dwelling, Single Detached	Lane Access	1 Dwelling Unit per Parcel	3 metres	1.2 metres	N/A	5 metres	Lesser of 14 metres or 3 storeys	75%, except as outlined in 7.5.6(c)
	Front Access	1 Dwelling Unit per Parcel	5 metres	1.2 metres	N/A	3 metres	Lesser of 14 metres or 3 storeys	
	Corner	1 Dwelling Unit per Parcel	5 metres	1.2 metres	2.8 metres	3 metres	Lesser of 14 metres or 3 storeys	
	Lane Access Corner	1 Dwelling Unit per Parcel	3 metres	1.2 metres	2.8 metres	5 metres	Lesser of 14 metres or 3 storeys	
	Panhandle	1 Dwelling Unit per Parcel	3 metres, not including panhandle access	1.2 metres, excluding panhandle access	2.8 metres, excluding panhandle access	3 metres	Lesser of 14 metres or 3 storeys	
	Pie	1 Dwelling Unit per Parcel	5 metres	1.2 metres	2.8 metres	3 metres	Lesser of 14 metres or 3 storeys	
Dwelling, Semi-Detached	Lane Access	2 Dwelling Units per Parcel	3 metres	1.2 metres	N/A	3 metres	Lesser of 14 metres or 3 storeys	
	Front Access	2 Dwelling Units per Parcel	5 metres	1.2 metres	N/A	3 metres	Lesser of 14 metres or 3 storeys	
	Corner	2 Dwelling Units per Parcel	5 metres	1.2 metres	6 metres	3 metres	Lesser of 14 metres or 3 storeys	
	Lane Access Corner	2 Dwelling Units per Parcel	3 metres	1.2 metres	2.8 metres	3 metres	Lesser of 14 metres or 3 storeys	
	Panhandle	2 Dwelling Units per Parcel	3 metres, not including panhandle access	1.2 metres, excluding panhandle access	2.8 metres, excluding panhandle access	3 metres	Lesser of 14 metres or 3 storeys	
	Pie	2 Dwelling Units per Parcel	5 metres	1.2 metres	2.8 metres	3 metres	Lesser of 14 metres or 3 storeys	
Dwelling, Multiple Unit Townhome	Lane Access	60 Dwelling Units per hectare	3 metres	1.2 metres	N/A	3 metres	Lesser of 14 metres or 3 storeys	
	Front Access		5 metres	1.2 metres	N/A	3 metres	Lesser of 14 metres or 3 storeys	
	Back to Back		5 metres	1.2 metres	2.8 metres	5 metres	Lesser of 14 metres or 3 storeys	
	Corner		5 metres	1.2 metres	6 metres	3 metres	Lesser of 14 metres or 3 storeys	
	Lane Access Corner		3 metres	1.2 metres	2.8 metres	3 metres	Lesser of 14 metres or 3 storeys	
	Panhandle		3 metres, not including panhandle access	1.2 metres, excluding panhandle access	2.8 metres, excluding panhandle access	3 metres	Lesser of 14 metres or 3 storeys	
	Pie		5 metres	1.2 metres	2.8 metres	3 metres	Lesser of 14 metres or 3 storeys	
Dwelling, Detached Secondary	all Parcel types	1 Detached Secondary Dwelling per Parcel	Front Building Line	1.2 metres	2.8 metres	1.2 metres	Lesser of 10.5 metres or 2 storeys	
Accessory Building	all Parcel types	N/A	Front Building Line	1.2 metres	<del>1.2-8</del> metres	1.2 metres	Lesser of 5 metres or 1.5 storeys	

Changing the Exterior Side Setback for an Accessory Building from 2.8m to 1.2m is consistent with other zones. The text change in the Maximum Parcel Coverage column is to remedy an error and reference the correct regulation.

61	Part 7 Section 7.5.6 (h)	For building strata developments, the minimum Setback from <del>the inner curb of the internal road or</del> a Highway is 3 metres.	This change improves clarity and is consistent with other similar sections within the Zoning Bylaw.
62	Part 7 Section 7.5.6	<u>i. Notwithstanding 7.5.6 (h), if a Dwelling Unit's Access is directly to a Highway, the setback to the front of the Garage is 4.5 metres.</u>	This change improves clarity and is consistent with other similar sections within the Zoning Bylaw.
63	Part 7 Section 7.5.6	<u>j. For building strata developments, the minimum Setback from the inner curb of the internal road is 1.5 metres to the building face and 4.5 metres to the front of a Garage.</u>	This change improves clarity and is consistent with other similar sections within the Zoning Bylaw.
64	Part 7 Section 7.5.6	<u>j. Minimum separation between Multiple Unit Townhome buildings is 3 metres.</u>	This change improves clarity and is consistent with other similar sections within the Zoning Bylaw.

65 Part 7  
Table  
7.6.6

Table 7.6.6 Site Development Regulations								
Use	Parcel Type	Maximum Density	Minimum Front Setback	Minimum Interior Side Setback	Minimum Exterior Side Setback	Minimum Rear Setback	Maximum Height	Maximum Parcel Coverage
Dwelling, Single Detached	Lane Access	1 Dwelling Unit per Parcel	3 metres	1.2 metres	N/A	5 metres	Lesser of 14 metres or 3 storeys	85%, except as outlined in 7.6.6(c)
	Front Access	1 Dwelling Unit per Parcel	5 metres	1.2 metres	N/A	3 metres	Lesser of 14 metres or 3 storeys	
	Corner	1 Dwelling Unit per Parcel	5 metres	1.2 metres	1.5 metres	3 metres	Lesser of 14 metres or 3 storeys	
	Lane Access Corner	1 Dwelling Unit per Parcel	3 metres	1.2 metres	2.8 metres	5 metres	Lesser of 14 metres or 3 storeys	
	Panhandle	1 Dwelling Unit per Parcel	3 metres, not including panhandle access	1.2 metres, excluding panhandle access	2.8 metres, excluding panhandle access	3 metres	Lesser of 14 metres or 3 storeys	
	Pie	1 Dwelling Unit per Parcel	5 metres	1.2	2.8 metres	3 metres	Lesser of 14 metres or 3 storeys	
Dwelling, Semi-Detached	Lane Access	2 Dwelling Units per Parcel	3 metres	1.2 metres	N/A	3 metres	Lesser of 14 metres or 3 storeys	
	Front Access	2 Dwelling Units per Parcel	5 metres	1.2 metres	N/A	3 metres	Lesser of 14 metres or 3 storeys	
	Corner	2 Dwelling Units per Parcel	5 metres	1.2 metres	2.8 metres	3 metres	Lesser of 14 metres or 3 storeys	
	Lane Access Corner	2 Dwelling Units per Parcel	3 metres	1.2 metres	2.8 metres	3 metres	Lesser of 14 metres or 3 storeys	
	Panhandle	2 Dwelling Units per Parcel	3 metres, not including panhandle access	1.2 metres, excluding panhandle access	2.8 metres, excluding panhandle access	3 metres	Lesser of 14 metres or 3 storeys	
	Pie	2 Dwelling Units per Parcel	5 metres	1.2 metres	2.8 metres	3 metres	Lesser of 14 metres or 3 storeys	
Dwelling, Multiple Unit Townhome	Lane Access	90 units per hectare	3 metres	1.2 metres	N/A	5 metres	Lesser of 14 metres or 3 storeys	
	Front Access		5 metres	1.2 metres	N/A	3 metres	Lesser of 14 metres or 3 storeys	
	Back to Back		5 metres	1.2 metres	2.8 metres	5 metres	Lesser of 14 metres or 3 storeys	
	Corner		5 metres	1.2 metres	2.8 metres	3 metres	Lesser of 14 metres or 3 storeys	
	Lane Access Corner		3 metres	1.2 metres	2.8 metres	3 metres	Lesser of 14 metres or 3 storeys	
	Panhandle		3 metres, not including panhandle access	1.2 metres, excluding panhandle access	2.8 metres, excluding panhandle access	3 metres	Lesser of 14 metres or 3 storeys	
	Pie		5 metres	1.2 metres	2.8 metres	3 metres	Lesser of 14 metres or 3 storeys	
Dwelling, Detached Secondary	all Parcel types	1 Detached Secondary Dwelling per Parcel	Front Building Line	1.2 metres	2.8 metres	1.2 metres	Lesser of 10.5 metres or 2 storeys	
Accessory Building	all Parcel types	N/A	Front Building Line	1.2 metres	1.23-8 metres	1.2 metres	Lesser of 5 metres or 1.5 storeys	

Changing the Exterior Side Setback for an Accessory Building from 2.8m to 1.2m is consistent with other zones.

66	Part 7 Section 7.6.6 (h)	For building strata developments, the minimum Setback from <del>the inner curb of the internal road or</del> a Highway is 3 metres.	This change improves clarity and is consistent with other similar sections within the Zoning Bylaw.																			
67	Part 7 Section 7.6.6	<u>i. Notwithstanding 7.6.6 (h), if a Dwelling Unit's Access is directly to a Highway, the setback to the front of the Garage is 4.5 metres.</u>	This change improves clarity and is consistent with other similar sections within the Zoning Bylaw.																			
68	Part 7 Section 7.6.6	<u>j. For building strata developments, the minimum Setback from the inner curb of the internal road is 1.5 metres to the building face and 4.5 metres to the front of a Garage.</u>	This change improves clarity and is consistent with other similar sections within the Zoning Bylaw.																			
69	Part 7 Section 7.6.6	<u>k. Minimum separation between Multiple Unit Townhome buildings is 3 metres.</u>	This change improves clarity and is consistent with other similar sections within the Zoning Bylaw.																			
70	Part 7 Section 7.9.1	The purpose of the Strata Residential zone is to provide for the development of Single Detached, Semi-Detached, Multiple Unit Townhome and Multiple Unit Apartment Dwellings within the confines of <del>one Parcel a strata development</del> . Although the development may contain reduced servicing and regulatory standards and is maintained privately under common ownership, its appearance is that of a conventional residential subdivision.	This change ensures that bare land stratas will not be excluded from this zone.																			
71	Part 7 Table 7.9.4	<table border="1"> <thead> <tr> <th colspan="5">Table 7.9.4 Subdivision Regulations</th> </tr> <tr> <th>Use</th> <th>Parcel Type</th> <th>Minimum Parcel / Strata Lot Area</th> <th>Minimum Parcel / Strata Lot Width</th> <th>Minimum Parcel / Strata Lot Depth</th> </tr> </thead> <tbody> <tr> <td rowspan="2">all principal Uses</td> <td>parent Parcel</td> <td>1,350 m<sup>2</sup></td> <td>45 metres</td> <td>30 metres</td> </tr> <tr> <td><u>bare land Strata Lot</u></td> <td><u>112.5 m<sup>2</sup></u></td> <td><u>7.5 metres</u></td> <td><u>15 metres</u></td> </tr> </tbody> </table>	Table 7.9.4 Subdivision Regulations					Use	Parcel Type	Minimum Parcel / Strata Lot Area	Minimum Parcel / Strata Lot Width	Minimum Parcel / Strata Lot Depth	all principal Uses	parent Parcel	1,350 m <sup>2</sup>	45 metres	30 metres	<u>bare land Strata Lot</u>	<u>112.5 m<sup>2</sup></u>	<u>7.5 metres</u>	<u>15 metres</u>	The purpose of this change is to include provisions for bare land strata lots, as they were previously not included.
Table 7.9.4 Subdivision Regulations																						
Use	Parcel Type	Minimum Parcel / Strata Lot Area	Minimum Parcel / Strata Lot Width	Minimum Parcel / Strata Lot Depth																		
all principal Uses	parent Parcel	1,350 m <sup>2</sup>	45 metres	30 metres																		
	<u>bare land Strata Lot</u>	<u>112.5 m<sup>2</sup></u>	<u>7.5 metres</u>	<u>15 metres</u>																		
72	Part 7 Section 7.9.5 (c)	<del>No Dwelling may be located closer than 3 metres to the interior of a curb of an internal roadway or parking area.</del> <u>The minimum Setback from a Highway is 3 metres.</u>	This change improves clarity and is consistent with other similar sections within the Zoning Bylaw.																			
73	Part 7 Section 7.9.5	<u>d. Notwithstanding 7.9.5 (c), if a Dwelling Unit's Access is directly to a Highway, the setback to the front of the Garage is 4.5 metres.</u>	This change improves clarity and is consistent with other similar sections within the Zoning Bylaw.																			
74	Part 7 Section 7.9.5 (d)	<del>No Dwelling may be located closer than 5 metres to a Highway, except for Dwellings without vehicle Access off the Highway, in which case the minimum Setback is 3 metres.</del> <u>The minimum Setback from the inner curb of the internal road is 1.5 metres to the building face and 4.5 metres to the front of a Garage.</u>	This change improves clarity and is consistent with other similar sections within the Zoning Bylaw.																			
75	Part 7	<u>Dwelling, Semi-Detached Two Dwelling Units within a Principal Building;</u>																				

	Section 7.14.4 (e)		intent of the provision, allowing Dwelling Units as a Secondary Use within the Principal Building, as opposed to a standalone Semi-detached Dwelling.
76	Part 7 Section 7.14.4 (f)	<del>Dwelling, Single-Detached</del> <u>One Dwelling Unit in a Principal Building;</u>	This change is more consistent with the intent of the provision, allowing a Dwelling Unit as a Secondary Use within the Principal Building, as opposed to a standalone Single Detached Dwelling.
77	Part 7 Section 7.15.4 (e)	<del>Dwelling, Semi-Detached</del> <u>Two Dwelling Units within a Principal Building;</u>	This change is more consistent with the intent of the provision, allowing Dwelling Units as a Secondary Use within the Principal Building, as opposed to a standalone Semi-detached Dwelling.
78	Part 7 Section 7.15.4 (f)	<del>Dwelling, Single-Detached</del> <u>One Dwelling Unit in a Principal Building;</u>	This change is more consistent with the intent of the provision, allowing a Dwelling Unit as a Secondary Use within the Principal Building, as opposed to a standalone Single Detached Dwelling.
79	Part 7 Section 7.15	<u>7.15.8 Special Regulations</u> <u>a. Notwithstanding Section 7.15.4, except for Security / Operator Suite, Dwelling Units are not permitted Uses on Lot A Plan KAP78643 Section 23 Township 91 Kamloops Division Yale District, PID: 026-363-721.</u> <u>b. Notwithstanding Section 7.15.4, except for Security / Operator Suite, Dwelling Units are not permitted Uses on Lot B Plan KAP78643 Section 23 Township 91 Kamloops Division Yale District, PID: 026-363-739.</u> <u>c. Notwithstanding Section 7.15.4, except for Security / Operator Suite, Dwelling Units are not permitted Uses on Lot C Plan KAP78643 Section 23 Township 91 Kamloops Division Yale District, PID: 026-363-747.</u> <u>d. Notwithstanding Section 7.15.4, except for Security / Operator Suite, Dwelling Units are not permitted Uses on Lot D Plan KAP78643 Section 23 Township 91 Kamloops Division Yale District, PID: 026-363-755.</u> <u>e. Notwithstanding Section 7.15.4, except for Security / Operator Suite, Dwelling Units are not permitted Uses on Lot E Plan KAP78643 Section 23 Township 91</u>	The addition of these special regulations restricts residential uses on the commercial lots zoned C3 that are in the Airport neighbourhood.

		<u>Kamloops Division Yale District, PID: 026-363-763.</u>	
80	Part 7 Section 7.15.6	<u>e. Notwithstanding the regulations in Table 7.15.6, site development and placement of objects must conform with Transport Canada regulations, including Obstacle Limitation Surfaces for an AGNII Non-Instrument aerodrome.</u>	The addition of this provision is in alignment with Transport Canada regulations, and the classification of the Airport. Including this provision in this section ensures that Parcels located near the Airport will not impact Airport operations.
81	Part 7 Section 7.16.4 (e)	<del>Dwelling, Semi-Detached</del> <u>Two Dwelling Units within a Principal Building;</u>	This change is more consistent with the intent of the provision, allowing Dwelling Units as a Secondary Use within the Principal Building, as opposed to a standalone Semi-detached Dwelling.
82	Part 7 Section 7.16.4 (f)	<del>Dwelling, Single-Detached</del> <u>One Dwelling Unit in a Principal Building;</u>	This change is more consistent with the intent of the provision, allowing a Dwelling Unit as a Secondary Use within the Principal Building, as opposed to a standalone Single Detached Dwelling.
83	Part 7 Section 7.16.6	<u>e. Notwithstanding the regulations in Table 7.16.6, site development and placement of objects must conform with Transport Canada regulations, including Obstacle Limitation Surfaces for an AGNII Non-Instrument aerodrome.</u>	The addition of this provision is in alignment with Transport Canada regulations, and the classification of the Airport. Including this provision in this section ensures that Parcels located near the Airport will not impact Airport operations.
84	Part 7 Section 7.17.4 (e)	<del>Dwelling, Single-Detached</del> <u>Two Dwelling Units within a Principal Building;</u>	This change is more consistent with the intent of the provision, allowing Dwelling Units as a Secondary Use within the Principal Building, as opposed to a standalone Detached Dwelling.
85	Part 7 Section 7.17.4 (f)	<del>Dwelling, Semi-Detached</del> <u>One Dwelling Unit in a Principal Building;</u>	This change is more consistent with the intent of the provision, allowing a Dwelling Unit as a Secondary Use within the Principal Building, as opposed to a

			standalone Detached Dwelling.
86	Part 7 Section 7.18.4 (c)	<del>Dwelling, Semi-Detached</del> <u>Two Dwelling Units within a Principal Building;</u>	This change is more consistent with the intent of the provision, allowing Dwelling Units as a Secondary Use within the Principal Building, as opposed to a standalone Semi-detached Dwelling.
87	Part 7 Section 7.18.4 (d)	<del>Dwelling, Single-Detached</del> <u>One Dwelling Unit in a Principal Building;</u>	This change is more consistent with the intent of the provision, allowing a Dwelling Unit as a Secondary Use within the Principal Building, as opposed to a standalone Single Detached Dwelling.
88	Part 7 Section 7.19.2 (y)	<del>Vehicle Services</del> <u>Vehicle Storage &amp; Towing;</u>	Vehicle Services was listed twice in this zone. This new Use (Vehicle Storage & Towing) was originally intended to be included in the list of Principal Uses.
89	Part 7 Section 7.19.6	<u>d. Notwithstanding the regulations in Table 7.19.6, site development and placement of objects must conform with Transport Canada regulations, including Obstacle Limitation Surfaces for an AGNII Non-Instrument aerodrome.</u>	The addition of this provision is in alignment with Transport Canada regulations, and the classification of the Airport. Including this provision in this section ensures that Parcels located near the Airport will not impact Airport operations.
90	Part 7 Section 7.20	<u>7.20.3 Discretionary Uses</u> <u>Subject to the regulations outlined in Section 4.5, the Development Approving Officer may approve any of the following uses, with or without conditions:</u> <u>a. One Dwelling Unit in an airport hangar.</u>	The addition of this section is to include an option for Dwelling Units located within airport hangars, also known as “hangarminiums”.
91	Part 7 Section 7.20.5 (c)	Notwithstanding the regulations in Table 7.20.5, site development and placement of objects must conform with Transport Canada regulations, including Obstacle Limitation Surfaces for an AGNII <del>Non-Precision</del> <u>Non-</u> Instrument aerodrome.	This text amendment is in alignment with Transport Canada regulations, and the classification of the Airport.
92	Part 7 Section 7.21.4	<u>b. Storage Yard;</u>	Adding ‘Storage Yard’ will provide businesses or Parcels in the M1 Light Industrial zone the option to have outdoor storage (laydown yard). This will be added

			as a Discretionary Use.
93	Part 7 Section 7.21.4	<u>c. Dwelling Unit in an industrial building (one Dwelling Unit per industrial unit or bay).</u>	The addition of this section is to include an option for Dwelling Units located within industrial buildings.
94	Part 7 Section 7.21.6	<u>d. Notwithstanding the regulations in Table 7.21.6, site development and placement of objects must conform with Transport Canada regulations, including Obstacle Limitation Surfaces for an AGNII Non-Instrument aerodrome.</u>	The addition of this provision is in alignment with Transport Canada regulations, and the classification of the Airport. Including this provision in this section ensures that Parcels located near the Airport will not impact Airport operations.
95	Part 7 Section 7.22.2	<u>j. Storage Yard;</u>	Adding 'Storage Yard' will provide businesses or Parcels in the M2 Heavy Industrial zone the option to have outdoor storage (laydown yard).
96	Part 7 Section 7.24.7	Notwithstanding Section 7.24.2, a Mobile Home is permitted on Lot A, DL 176, Plan 34260 (319 Lindley Creek Road) for the purpose of a Security / Operator Suite. <u>Any Uses on the Parcel must be consistent with the Agricultural Land Commission's approved site development plan and/or the Agricultural Land Commission Act and its regulations."</u>	The addition of this text is in accordance with comments received from the Agricultural Land Commission.