



# Corporate Report

NO: R042

COUNCIL DATE: March 30, 2009

---

## REGULAR COUNCIL

TO: Mayor & Council DATE: March 30, 2009  
FROM: General Manager, Planning and Development FILE: 3900-30  
SUBJECT: Proposed Housekeeping Amendments to Surrey Zoning By-law, 1993, No. 12000

---

## RECOMMENDATION

The Planning and Development Department recommends that Council:

1. Receive this report as information;
2. Approve text amendments to Surrey Zoning By-law, 1993, No. 12000 (the "Zoning By-law"), as documented in Appendix I to this report;
3. Approve an amendment to Comprehensive Development By-law No. 16743, as documented in Appendix I to this report; and
4. Authorize the City Clerk to introduce the necessary amending by-laws for the required readings and set a date for the related public hearing.

## INTENT

The purpose of this report is to obtain Council approval of housekeeping amendments to the Zoning By-law, as documented in Appendix I.

## BACKGROUND

The need for the proposed text amendments has been identified during the processing of various development and building permit applications and the administration of the Zoning By-law, and are necessary to clarify the intent of certain regulations, respond to the issues identified during the processing of applications and to rectify inadvertent errors and omissions in drafting of and/or subsequent revisions to the Zoning By-law.

## DISCUSSION

### General Amendment to the Zoning By-law

- **References to "Driveway" in the Zoning By-law**

The Zoning By-law contains a definition of "driveway". All defined terms are *italicized* in the text of the zones in the Zoning By-law to identify them as defined terms and to assist in their interpretation. Over the past few years amendments have been made to the Zoning By-law, which omitted the italicization of the defined word "driveway". An amendment to the Zoning By-law is required to rectify this omission (i.e., italicize the word "driveway" where it occurs in the Zoning By-law).

### Amendments to Part 1 Definitions

- **"Accessory Building" – Size of the Building**

The Zoning By-law permits accessory uses in a number of residential and non-residential zones, which may take place in a principal building or in an accessory building. The definition of an "*accessory use*", in part, is as follows:

"*Accessory use* means a use that is customarily supplementary to a *principal use* and where the *principal use* is the permitted use that is carried out on the *lot* and:

1. The said *accessory use*:
  - (a) is carried on in a smaller area of the *lot* than the *principal use*; and
  - (b) if carried on in a *building*, (then it) is carried on in a *building* or portion thereof smaller in area than the *building(s)* or portion thereof in which the *principal use* is carried on;"

An "*accessory building*" is defined as a subordinate detached building, but the definition does not specify the allowable size or the number of accessory buildings permitted on a lot. It has been a long-standing City practice to interpret the definitions of an "accessory use" and "accessory building" to require that the total area of all accessory buildings not exceed the area of the principal building.

However, an independent legal opinion provided to the Board of Variance stated that given that the Zoning By-law does not specify a limit on the floor area of an accessory building, so long as other requirements of the by-law are met, the accessory building can be larger than the principal building, and multiple accessory uses may be located within a single accessory building if the area devoted to each accessory use does not exceed the floor area of the principal building.

It is recommended that the Zoning By-law be amended to clarify that the aggregate floor area and lot coverage of all accessory buildings on the lot be smaller than the floor area and lot coverage of the principal building(s).

This amendment will also adjust the definition of an "accessory building" by italicizing the defined terms "lot" and "principal building".

- **"Density – Floor Area Ratio" – Undevelopable Area**

Sub-section (b) of the definition of Density – Floor Area Ratio stipulates that when determining the maximum permissible floor area on the basis of a Floor Area Ratio (FAR), undevelopable areas (e.g. ravines, utility corridors, etc.) are to be excluded from the lot area, except where, after the exclusion of the undevelopable area, the lot area will be smaller than the minimum lot size permitted by the zone. In those cases, the minimum lot size permitted in that zone will be used to calculate the maximum floor area permitted. This sub-section currently reads as follows:

*"Undevelopable areas are excluded, except in RA, RA-G, RH, RH-G, RF-G, RF-12 and RM-D Zones, where a lot size after the reduction of the undevelopable area is less than the minimum lot size permitted in Section K, the minimum lot size shall be used in calculating the floor area ratio;"*

Most of the zones referenced in this subsection are suburban residential zones where the required minimum lot size is larger than the lot sizes required under the urban single-family residential zones. The suburban residential zones stipulate a floor area ratio to determine the maximum buildable floor area and do not stipulate a cap on the maximum floor area. If the undevelopable area were included in the lot area to determine the buildable floor area, the resulting house size could be disproportionately large in relation to the actual area of the lot on which a house could be built. The RF-G, RF-12 and RM-D Zones included above, on the other hand, are urban residential zones and stipulate a smaller minimum lot size and a cap on the maximum allowable floor area, similar to the other urban single family residential zones that are not referenced in the above-noted sub-section.

It is recommended that this subsection be amended to remove the reference to the RF-G, RF-12 and RM-D Zones and also rephrase it so as to clarify that the sub-section applies only to the zones referenced in it and not to any other single family residential zones in the Zoning By-law.

- **"Gross Floor Area" – Bicycle Facilities**

The Off-Street Parking and Loading/Unloading provisions of the Zoning By-law require bicycle spaces and bicycle storage facilities in non-residential buildings and apartment buildings.

The definition of the "Gross Floor Area" excludes areas required for vehicle parking and loading, stairways and mechanical rooms for the purposes of determining parking

and loading/unloading requirements, but does not exclude the area required for bicycle storage.

In view of the City's policies to promote bicycle use and sustainable transportation choices, the areas used for bicycle storage should also be excluded from gross floor area when determining the vehicle parking requirements for any project. This amendment is included in Appendix I.

#### **Amendment to Part 4 General Provisions**

- **Subdivision for School, Park or Municipal Purposes**

Section E of the General Provisions contains regulations that apply to all zones. Sub-section E.21(l) provides for subdivision of a lot for school, park or municipal purposes. It stipulates that, notwithstanding the provision of Sub-section D.1, the lot may be subdivided into 2 or more new lots which are smaller than those permitted within the zone of the lot.

The reference to Sub-section D.1 is an error. Sub-section E.21(b), in fact, relates to subdivision standards and stipulates that any new lot created after subdivision shall be in accordance with the lot standards under the zone of that lot. Therefore, the reference to Sub-section D.1 for notwithstanding purposes in Sub-section E.21(l) should be changed to Sub-section E.21(b), as described in Appendix I.

- **Semiahmoo Trail – Setback Requirement**

Sub-sections E.26(a) and (b) stipulate setbacks for buildings and structures along the Semiahmoo Trail if they are rebuilt as a result of suffering damage or destruction. Sub-section E.26(b), in stipulating the setback requirement for any expanded portion of the new building, makes reference to Sub-section "E.26(a)". This is a typographical error which should be corrected to read Sub-section "E.26(a)". The amendments in Appendix I rectifies this error.

#### **Amendments to Part 5 Off-Street Parking and Loading/Unloading**

- **Off-Street Parking – Parking Dimensions & Standards and Additional Parking Requirements**

Part 5 of the Zoning By-law stipulates the minimum width and length required for off-street parking spaces, but does not stipulate a required vertical clearance. With increasing urbanization, there is an increasing emphasis on providing parking inside structures. It is considered necessary to stipulate a minimum vertical clearance for structured parking spaces. Several cities, including Vancouver, Whistler and Port Moody, have such a requirement in their Off-Street Parking By-laws. The amendment to the "Parking Dimensions and Standards" table, as proposed in Appendix I, stipulates the minimum vertical clearance that will be required for parking spaces. This amendment also removes the redundant requirement for the width of the cross aisle, now regulated by the engineering standards and re-formats the table for ease of use.

The amendments also clarify that the required minimum dimensions for the width and length of a parking space located within a garage are to be clear dimensions, free of any protrusions within the required dimensions. Illustration 1 in Appendix II illustrates how this amendment will be applied.

The Additional Parking Requirements section of the Off-Street Parking Part makes reference to BC Building Code 1998. Appendix I includes an amendment to change this reference to the current Building Code.

### **Amendments to Residential Zones**

- **Part 15A RC Zone – Yards & Setbacks**

The Cluster Residential Zone (RC) permits the front yard setback of a garage attached to a single family dwelling and duplex to be reduced from a minimum of 7.5 metres (25 ft.) to 5.5 metres (18 ft.) if at least 50% of the front yard setback of the dwelling is retained at 7.5 metres. This is described in a footnote with a single asterisk at the bottom of the Yards & Setbacks table. However, asterisks were also inadvertently assigned in the table for the Rear Yard Setback of the principal building and for the Front and Rear Yard Setbacks of the Accessory Buildings and Structures. These additional asterisks are an error and they should be deleted.

- **Part 15B RF - O Zone**

#### RF-O Zone

The Density provision of the Single Family Residential Oceanfront Zone (RF-O) stipulates that:

"The maximum permitted floor area of a second storey for a *principal building* shall not exceed 80% of the floor area of the first storey including attached garage, but not including any portion of the *principal building* located within 10 metres of the *front lot line*."

As the minimum required front yard setback under the RF-O Zone is also 10 metres, no portion of a principal building could be located within the 10 metres. Therefore, the provision referring to the portion of the principal building within 10 metres of the front line should be deleted.

- **Part 17Ai RF - 12C Zone – Accessory Dwelling Units**

Sub-section D.1(b) of the Density section of the Single Family Residential Coach House (RF-12C) Zone provides for a maximum density of 25 dwelling units per hectare, excluding any "accessory dwelling units and secondary suites" in the areas outside of those that are controlled by Neighbourhood Concept Plans. The reference to the term "accessory dwelling unit" should be changed to "coach house" consistent with sub-section D.1(a) of the same Zone. Also, for purposes of consistency, the amendment should re-name this Zone from "Single Family Residential Coach House Zone" to "Single Family Residential (12) Coach House Zone" and re-number it from "Part 17Ai" to "Part 17B" of the Zoning By-law.

- **Part 17E – RF-9S Zone – Yards & Setbacks**

Yards and Setbacks and Garage Regulations of the RF-9S Zone

The Special Single Family Residential (9) Zone (RF-9S) allows work space in the single-family houses on a lot in this Zone. This Zone was created to accommodate small-scale, low impact businesses as part of a single-family residential use.

While the RF-9 Zone was used as the basis for creating the RF-9S Zone, discrepancies have been noted between the RF-9S Zone and the RF-9 "base zone", related to footnotes for the setbacks and numbering of the Yards & Setbacks section of the RF-9S Zone. In addition, the RF-9S Zone only permits Type I lots and includes regulations for "attached" garages, which are not permitted on Type I lots. Therefore, the regulation for attached garages should be removed from the RF-9S Zone. A further amendment is proposed to a footnote under the Yards & Setback table to italicize "side yard setback" and "lot", which are defined terms under the Zoning By-law.

- **Part 17D RF-9C Zone – Yards & Setbacks**

Setbacks for At-Grade Coach Houses

The RF-9C Zone permits coach houses or secondary suites on Type I lots. A coach house is defined as a second dwelling unit that is separate from and accessory to the principal dwelling, and is located either above a garage or at grade attached to a garage at the rear of the lot. The minimum lot depth required for a Type I lot is 28 metres (90 ft.). On Type I lots that are 28 metres deep, coach houses cannot be built at grade, but must be located above the garage. A minimum lot depth of 36 metres (118 ft.) is required for at-grade coach houses.

The minimum required side yard setbacks for a coach house is 0.0 metres on one side and 2.4 metres (8 ft.) on the other side. This allows both the coach house and garage on one lot to be attached on the common lot line to the coach house and garage on the adjacent lot to provide a wider and more functional side yard on these narrow lots. However, some builders and lot owners would like to have flexibility in the setback for an at-grade coach house.

The amendment proposed in Appendix I permits the at-grade coach house to have a minimum side yard setback of up to 1.2 metres (see Illustration 2 of Appendix II).

#### Setbacks for Coach House/Garage Combination Buildings on Corner Lots

The RF-9C Zone requires the coach house to be located above a garage on a Type I lot, if the lot depth is less than 36 metres. The required side yard setback for the combined coach house/garage building is 0.0 m to allow coach house/garage buildings to be located adjoining one another on adjacent Type I interior lots. This reduces their visual impact on the rear lanes and permits a functional yard space.

On corner lots, from a design perspective it is desirable that the coach house/garage buildings are located near the side street in line with the setback of the main house. Therefore, the RF-9C Zone permits the side yard for coach house/garage building to be 1.2 metres (4 ft.) on a flanking street, which is the same setback as the house on the flanking street. The Zone also requires the side yard setback of the coach house to be at 0.0 metres and the opposite side yard (on the flanking street) to be a minimum of 2.4 metres (8 ft.). This inadvertently contradicts the intent to locate the coach house/garage building in line with the setback of the main house on the flanking street. The proposed amendment in Appendix I rectifies this by deleting the reference to the 0.0 m side yard setback requirement for the coach house/garage building.

Illustration 3 in Appendix II illustrates possible layouts for the coach house/garage buildings under the proposed amendments.

- **Part 27 - RMC-150 Zone – Density**

Section B. Permitted Uses, of the Multiple Residential Commercial 150 (RMC-150) Zone was amended in 1999 to remove the land uses previously permitted under Section B.4, and the entire Section B.4 was deleted. Section D.2 of the Density section which stipulated the maximum density permitted for the uses under Section B.4 should also have been deleted at that time, but was not. The proposed amendments in Appendix I rectify this oversight.

#### Amendment to CD Zones

- **By-law No. 16348 – Density**

A minor typographical error in Section D.2 of CD By-law No. 16348 is being rectified by one of the amendments in Appendix I.

- **By-law No. 16743 – Building Height**

CD By-law No. 16743 was approved in September 2008 to preserve the existing large-lot character of the Crescent Park Annex area. Section G of the By-law permits a maximum height of 6.70 metres [22 ft.] for a principal building. This is a typographical error and should be corrected to read 9 metres [30 ft.], the same as in the RF Zone.

Legal Services has reviewed the amendments recommended in this report and has no concerns.

## **CONCLUSION**

Based on the above discussion, it is recommended that Council:

- Approve text amendments to the Zoning By-law, as documented in Appendix I to this report;
- Approve an amendment to Comprehensive Development By-law No. 16743, as documented in Appendix I to this report; and
- Authorize the City Clerk to introduce the necessary amending by-law for the required readings and set a date for the related public hearing.

Jean Lamontagne  
General Manager  
Planning and Development

BP/kms/saw

Attachments:

Appendix I

Proposed Amendments to Zoning By-law No. 12000

Appendix II

Illustrations



**Proposed Amendments to  
Surrey Zoning By-law, 1993, No. 12000, as amended**

The following amendments are proposed to Surrey Zoning By-law, 1993, No. 12000, as amended:

**GENERAL AMENDMENT**

**1. References to "Driveway"**

Italicize both the singular and plural forms of the non-italicized words "Driveway" and "driveway" wherever they appear throughout the Zoning By-law.

**AMENDMENT TO INDEX OF THE ZONING BY-LAW**

**1. RF-12C Zone**

Amend the Index as follows:

- Delete "17Ai" in the "Part" column and replace it with "17B";
- Insert "(12)" after "Residential" and before "Coach House" in the title of the zone; and
- In the "Page" column, delete "17ai.1" and replace it with "17b.1".

**AMENDMENTS TO PART 1 DEFINITIONS**

**1. Accessory Building**

Amend the definition of "Accessory Building" as follows:

- Under Sub-section (b), italicize the words "lot" and "principal building", and delete the word "and" after the semi-colon (";");
- Under Sub-section (c), italicize the word "principal building", and delete the period (".") at the end of the sentence and insert a semi-colon (";") and "and" after the semi-colon; and
- Insert a new Sub-section (d) as follows:

"(d) smaller in floor area and *lot coverage* than the floor area and *lot coverage* of the *principal building*, and provided that the aggregate floor area and *lot coverage* of all *accessory buildings* on the *lot* are less than the floor area and *lot coverage* of the *principal building*."

**2. Density – Floor Area Ratio**

Delete the clause in Sub-section (b), of the definition of "Density – Floor Area Ratio", in its entirety and insert the following:

"(b) when calculating the *floor area ratio*, *undevelopable areas* are excluded from the *lot* area in all zones other than in the single family *residential* zones except in RA, RA-G, RH and RH-G Zones. Where the exclusion of the *undevelopable areas* in the RA, RA-G, RH and RH-G Zones results in a *lot* size that is less than the minimum *lot* size permitted in Section K of the Zone, the *floor area ratio* shall be calculated using the minimum *lot* size permitted in that Zone;"

**3. Gross Floor Area**

Amend the definition of "Gross Floor Area" by inserting "and *bicycle storage* areas" after "loading areas" and before "within the *building*".

**AMENDMENT TO PART 4 GENERAL PROVISIONS**

**1. Subdivision for School, Park or Municipal Purposes**

In Line 1 of Sub-section E.21(l), after "provision of" delete "Sub-section D.1" and insert "Sub-section E.21(b)" in its place.

**2. Setback Requirement from Semiahmoo Trail**

In the last line of Sub-section E.26 (b), after "excluding" delete "sub-section 269(a)" and insert "Sub-section 26(a)" in its place.

**AMENDMENT TO PART 5 OFF-STREET PARKING AND LOADING/UNLOADING**

**1. Parking Dimensions and Standards**

1. Delete the Table in Section B and replace it with following table:

Types of Uses	Parking Angle in Degrees	Width of <i>Parking space</i> <sup>1</sup>		Length of <i>Parking space</i> <sup>2</sup>		Width of Aisle <sup>1</sup>		Vertical Clearance	Traffic Direction
		Metres	Feet	Metres	Feet	Metres	Feet		
<b>Parking Facilities</b>	90	2.90	9.5	5.5	18	6.1	20.00	2 metres [6 ft. 7 in.], except that this shall be increased to 2.3 metres [7 ft. 6 in.] where <i>parking spaces</i> for persons with disabilities are provided as required by Section D of this Part. The required vertical clearance shall be provided over the entire width and length of each required off-street <i>parking space</i> and be free of protrusions or encroachments by structural and non-structural elements.	Two-way
	90	2.75	9.0	5.5	18	6.7	22.00		Two-way
	90	2.60	8.5	5.5	18	7.0	23.00		Two-way
	60	2.75	9.0	5.5	18	5.5	18.00		One-way
	45	2.75	9.0	5.5	18	3.9	12.75		One-way
	30	2.75	9.0	5.5	18	3.3	11.00		One-way
	Parallel	2.60	8.5	6.7	22	3.6	12.00		One-way
	Parallel	2.60	8.5	6.7	22	6.0	19.75		Two-way
	Tandem Parking	2.60	8.5	13.4	44	3.6	12.00		One-way
Tandem Parking	2.60	8.5	13.4	44	6.0	19.75	Two-way		
<b>Single Family Dwelling, Duplex and Ground-oriented Multiple Unit Residential Building:</b> • Single Garage <sup>3</sup> • Double Garage <sup>3</sup>	• Parallel	3.20	10.5	6.10	20	N/A	N/A		N/A
	• Parallel	5.70	18.8	6.10	20	N/A	N/A		N/A
	• Tandem Parking <sup>3 &amp; 4</sup>	3.20	10.5	12.2	40	N/A	N/A		N/A

2. Re-number footnote number 3 under the table to footnote number 4; and
3. After footnote number 2, insert a new footnote number 3 as follows:

"3 For parking within a single garage or double garage, or within a garage designed to accommodate *tandem parking*, the width and length of the *parking space*, required in accordance with the minimum standards, shall be measured from the inside of the finished wall to the inside of the opposite finished wall of the garage, and the *parking space*, along its entire width and length, shall be clear of any protrusions or encroachments by any structural and non-structural elements."

In Sub-section D.1(a), after the words "conform to" and before the words "British Columbia" insert "the current", and after the word "Code" delete "1998"; and

- In sub-section D.1(a)i, after the word "wide" at the end of the line, insert "and comply with the other dimensions and standards pursuant to Section B of this Part".

## **AMENDMENTS TO RESIDENTIAL ZONES**

### **1. Part 15A RC Zone**

Amend the table in Sub-section F.1 as follows:

- Under the "*Front Yard*" column in the row "*Accessory Buildings and Structures*" delete the asterisk ("\*") beside "7.5 m."; and
- Under the "*Rear Yard*" column in the rows "*Principal Building*" and "*Accessory Buildings and Structures*" delete the asterisk ("\*") beside "7.5 m." and beside "1.8 m.".

### **2. Part 15B RF-O Zone**

Amend Sub-section D.2(c) as follows:

- In Line 3, delete the comma (",") after the words "attached garage" and delete the remaining portion "but not including any portion of the *principal building* located within 10 metres [32 ft.] of the *front lot line*" before the period (".").

### **3. Part 17Ai RF-12C Zone**

1. Amend the title of the zone as follows:

- Insert "(12)" after "Residential" and before "Coach House"; and
- delete "Part 17Ai" and replace it with "Part 17B".

2. Replace "ai" in page numbers "17ai.1" to "17ai.9" all inclusive with "b"; and

3. Amend Sub-section D.1(b) as follows:

- In Line 3, after the words "excluding any" delete the words "*accessory dwelling units*" and replace with the words "*coach houses*".

4. **Part 17D RF-9 Zone**

Amend Section F.1 as follows:

1. Delete the entire table below the sentence beginning with "on a Type I lot" and ending with "this Zone", and replace it with the following table:

"

<b>Use</b>	<b><i>Setback</i></b>	<b><i>Front Yard</i></b>	<b><i>Rear Yard</i></b>	<b><i>Side Yard</i></b>	<b><i>Side Yard on Flanking Street</i></b>
<i>Principal Building</i>		3.5 m. <sup>1</sup> [11.5 ft.]	6.5 m. [21 ft.]	1.2 m. [4 ft.]	2.7 m. <sup>7</sup> [9 ft.]
<i>Coach House</i>		— <sup>2</sup>	0.5 m. <sup>3</sup> [1.5 ft.]	0.0 m. <sup>4 &amp; 5</sup> [0.0 ft.]	1.2 m. <sup>8</sup> [4 ft.]
<i>Other Accessory Buildings and Structures</i>		— <sup>2</sup>	0.5 m. <sup>3</sup> [1.5 ft.]	0.0 m. <sup>6</sup> [0.0 ft.]	1.2 m. <sup>8</sup> [4 ft.]

Measurements to be determined as per Part 1 Definitions of this By-law."

2. Amend the footnotes under the table as follows:

- Delete the entire footnote 4 and replace it with the following:

"4. Where the *lot* is not a *corner lot* and the *coach house* is located above a garage, the *side yard setback* of the *coach house*, excluding the garage below, on the opposite side of the *lot* shall be increased to a minimum of 2.4 m. [8 ft.]. When the *coach house* is located at *grade*, the *side yard setback* of the *coach house*, excluding any garage, may be a minimum of 1.2 m. [4 ft.] on each side."

- After footnote number 4, insert a new footnote number 5 as follows:

"5. Where the *lot* is a *corner lot* and the *coach house* is located above a garage or at *grade* attached to a garage, the *side yard setback* of the *coach house*, excluding the garage, shall be increased to a minimum of 2.4 m. [8 ft.]."

- Re-number the existing footnotes numbers 5, 6 and 7 respectively as 6, 7 and 8;

**5. Part 17E RF-9S Zone**

1. Delete the entire table in Section F, except the clause underneath the table beginning with "Measurements" and ending with "this By-law", and replace the deleted table with the following table:

<b>Use</b>	<i>Setback</i>	<i>Front Yard</i>	<i>Rear Yard</i>	<i>Side Yard</i>	<i>Side Yard on Flanking Street</i>
<i>Principal Building</i>		3.5 m. <sup>1</sup> [11.5 ft.]	6.5 m. [21 ft.]	1.2 m. [4 ft.]	2.7 m. <sup>6</sup> [9 ft.]
<i>Coach House</i>		- <sup>2</sup>	0.5 m. <sup>3</sup> [1.5 ft.]	0.0 m. <sup>4</sup> [0.0 ft.]	1.2 m. <sup>7</sup> [4 ft.]
<i>Other Accessory Buildings and Structures</i>		- <sup>2</sup>	0.5 m. <sup>3</sup> [1.5 ft.]	0.0 m. <sup>5</sup> [0.0 ft.]	1.2 m. <sup>7</sup> [4 ft.]

2. Amend the footnotes below the table as follows:
  - In Line 2 of footnote 1, delete "[7 ft.]" after "2.0 m." and replace it with "[6 ft. 7 in.]";
  - Add a new footnote 2 as follows:  
  
 "2 *Coach house and other accessory buildings and structures are not permitted within the front yard setback of the principal building.*";
  - Re-number all of the footnotes following the new footnote number 2; and
  - In line 1 of the re-numbered footnote 4, italicize "side yard setback" and "lot".

3. Delete Section J.1 entirely and insert a new Section J.1 as follows:

"1. For the purpose of this Zone, a detached garage or carport shall be permitted a minimum of 6.0 m [20 ft.] from the *principal building*."

**6. Part 27 RMC-150 Zone**

Delete Section D.2 and re-number Section D.3 from D.3 to D.2.

## AMENDMENTS TO CD ZONE

### 1. Amendment By-law, 2007, No. 16348

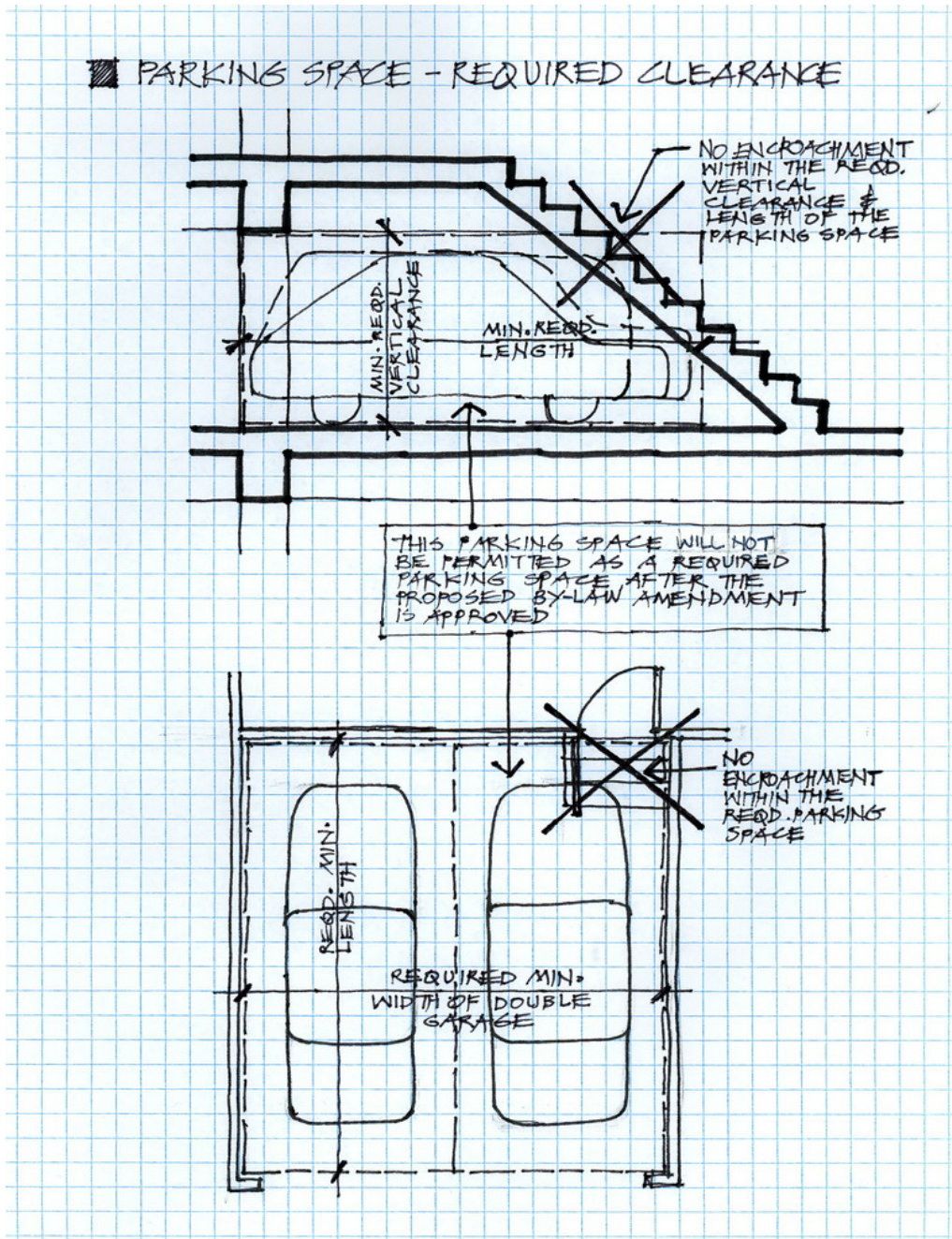
In Section D.2, in line 1 after "listed under" delete "Section A.1(b)" and insert "Sub-section B.1(b)".

### 2. Amendment By-law, 2008, No. 16743

In Section G.1, after "not exceed" delete "6.70 metres [22 feet]" and replace it with the following:

"9 metres [30 ft.] provided that where the roof slope of the *principal building* is less than 1:4, the *building height* shall not exceed 7.3 metres [24 ft.]".

Illustration 1





# Illustration 2

## RF-9C ZONE

### SIDE YARD SETBACK - COACH HOUSE @ GRADE

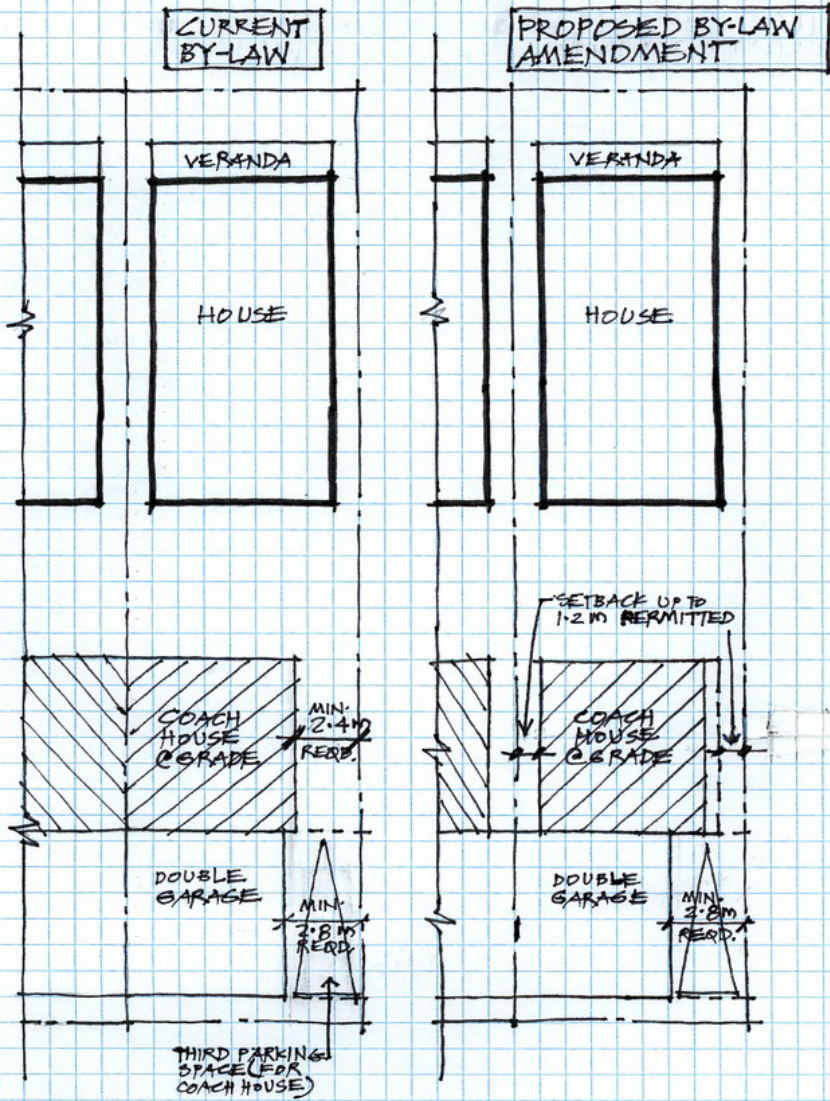


Illustration 3

