



REQUEST FOR DECISION

Lil'wat Main Street Development – OCP and Zoning Amendment (Second Reading and Public Hearing)

Meeting Date: April 20, 2022

To: SLRD Board

Applicant: Lil'wat Capital Assets Inc.

Location: Mount Currie, Electoral Area C

Legal Descriptions: LOT 1 DISTRICT LOT 209, LILLOOET DISTRICT, PLAN EPP102417

RGS Designation: Rural Community	OCP Designation: Commercial	Zoning: C-1 Zone Community Commercial	ALR Status: N/A	Development Permit Areas: Development Permit Area 1: Mount Currie Commercial
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RECOMMENDATIONS:

THAT Bylaw 1697-2020, cited as “Squamish-Lillooet Regional District Electoral Area C Zoning Bylaw No. 765, 2002, Amendment Bylaw No. 1697-2020” be given second reading.

THAT Bylaw 1698-2020, cited as “Electoral Area C Official Community Plan Adoption Bylaw No. 689, 1999, Amendment Bylaw No. 1698-2020” be given second reading.

THAT Board direct staff to schedule and advertise a public hearing, to be held electronically, and delegate the holding of the public hearing to Electoral Area C Director Russell Mack with Director Jen Ford as alternate delegate pursuant to Section 469 of the Local Government Act, for the consideration of Bylaw No. 1697-2020, cited as “Squamish-Lillooet Regional District Electoral Area C Zoning Bylaw No. 765, 2002, Amendment Bylaw No. 1697-2020” and Bylaw No. 1698-2020, cited as “Electoral Area C Official Community Plan Adoption Bylaw No. 689, 1999, Amendment Bylaw No. 1698-2020”.

KEY ISSUES/CONCEPTS:

The SLRD received a development application from Lil'wat Capital Assets Inc. proposing a Village type mixed-use commercial and residential development on vacant land within the Mount Currie commercial area. Specifically, the property includes two consolidated land parcels at 2037 – 2043 Highway 99 (consolidated lot address is 2037 Sea to Sky Hwy 99, Mount Currie). Two separate buildings are proposed, with ground level commercial and 1-2 levels of residential. The South building consists of 36 units of affordable non-market rental housing units, sponsored by BC Housing, while the North building consists of 17 moderate income - affordable market rental units. (full description of what is intended by “affordable non-market” and “moderate income - affordable market” is included below)

The current Community Commercial Zoning and Commercial OCP Designation does not provide for residential development, and thus the need for a Zoning and OCP amendment application. The Zoning and OCP amendment applications are being processed concurrently.

The Lil'wat Main Street Development (project name) directly addresses recommendations from the recently completed SLRD Housing Need and Demand Study (2020). It is also aligned with SLRD Regional Growth Strategy goals and strategic directions and the SLRD Electoral Area C OCP objectives and policies.

The Amendment Bylaws were referred to relevant agencies and organizations following first readings and the proponent hosted a public information meeting. With referral comments addressed and no public comments received, staff are recommending the Board give second reading and schedule a public hearing.

It is noted that the significant delay between first and second reading resulted from the traffic impact study requirements from Ministry of Transportation (MOTI) and long review/response times from this agency (February 2021-October 2021 for the traffic impact study and February 2021-March 2022 for the stormwater drainage plan and highway dedication).

RELEVANT POLICIES:

[Squamish-Lillooet Regional District Regional Growth Strategy Bylaw No. 1062, 2008](#)
[Squamish-Lillooet Regional District Electoral Area C Official Community Plan Adoption Bylaw No. 689, 1999](#)
[Squamish-Lillooet Regional District Electoral Area C Zoning Bylaw No. 765, 2002](#)
[Squamish-Lillooet Regional District Housing Need and Demand Study, 2020](#)

BACKGROUND:

Project Description Summary

The subject parcel is within Electoral Area C of the SLRD and is held as private fee simple land. The existing zoning is Community Commercial and the existing OCP designation is Commercial, which allows for relatively limited residential development. According to the application, the intent is to rezone the parcel to allow for a Village type mixed use commercial and residential development, consisting of two separate buildings linked by a covered walkway. The residential development will include affordable non-market rental units (sponsored by BC Housing) and affordable market rental units (see unit mix break down below). Site development will also include extensive landscaping, a children's play area, community gardens, and the development of surface parking areas for both vehicles, electric vehicles and bicycles. The site design principles indicate the development seeks to add a sense of arrival into a compact town centre with a walkable commercial area. The development also seeks to enhance pedestrian connectivity to the adjacent Ts'zil Learning and Lil'wat Cultural Centre.

See [Site Drawings](#), [Design Principles](#) and [Updated Site Plan](#) for full details.

South Building – Unit Mix	North Building – Unit Mix
36 Affordable Non-Market Units (Rental): 5 @ 3 -BR Units 5 @ 2-BR Units 14 @ 1 -BR Units 2 @ Accessible 1 -BR Units 10 @ Studio Units	17 Moderate Income - Affordable Market Units (Rental) 5 @ Live-Work 1-BR Units 12 @ 1-BR Units
5 Commercial Retail Units	1 Commercial Retail Unit

See [first reading report](#) for further project description details, including the project's Affordability Continuum and Sustainability Goals.

RGS Summary

The project proposes mixed-use compact residential and local commercial, at a small-scale and within the existing development node of Mount Currie, as supported by the Rural Community designation. The subject property is serviced by community water and sewer services. And it has been confirmed the existing community water and sewer services located in the adjacent street rights-of-way have the required capacity to accommodate the proposed Lil'wat Main Street Development.

OCP Summary

The subject property is designated Commercial under the Electoral Area C OCP, which provides for commercial development but not residential/mixed-use, thus the need for an OCP amendment. The OCP Amendment Bylaw 1698-2020 proposes to re-designate the subject property from Commercial to Commercial 2 – Mixed Use Commercial and Multiple-Unit Residential.

Zoning Summary

The Zoning Amendment Bylaw 1697-2020 proposes to rezone the subject property from C1 - Community Commercial to C2 – Mixed Use Commercial and Multiple-Unit Residential. The intent of the C2 – Mixed Use Commercial and Multiple-Unit Residential Zone is to provide for a Village type mixed use commercial and multiple-unit residential development. The C2 Zone is proposed to include *residential rental tenure* units, including affordable non-market housing and moderate income - affordable market housing. The C2 Zone provides for a minimum 30 *residential rental tenure* units

SLRD Housing Need and Demand Study Summary

The Lil'wat Main Street Development addresses the key finding around limited rental supply and housing shortages in First Nations communities. Further, the Lil'wat Main Street Development specifically addresses the recommendation for the development of modest density multi-family housing in Mount Currie.

Previous Staff Reports

[First Reading - December 16, 2020](#)

Board Resolutions – December 16, 2020

At the December 16, 2020 SLRD Board meeting it was resolved:

THAT Bylaw 1697-2020, cited as “Squamish-Lillooet Regional District Electoral Area C Zoning Bylaw No. 765, 2002, Amendment Bylaw No. 1697-2020” be introduced and given first reading.

THAT Bylaw 1697-2020, cited as “Squamish-Lillooet Regional District Electoral Area C Zoning Bylaw No. 765, 2002, Amendment Bylaw No. 1697-2020” be referred to the appropriate First Nations, Village of Pemberton, and provincial agencies including the Ministries of Transportation and Infrastructure, Forests, Lands, Natural Resource Operations and Rural Development, Municipal Affairs and Housing, and Vancouver Coastal Health for comment.

THAT Bylaw 1698-2020, cited as “Electoral Area C Official Community Plan Adoption Bylaw No. 689, 1999, Amendment Bylaw No. 1698-2020” be introduced and given first reading.

THAT Bylaw 1698-2020, cited as “Electoral Area C Official Community Plan Adoption Bylaw No. 689, 1999, Amendment Bylaw No. 1698-2020” be referred to the appropriate First Nations, Village of Pemberton, and provincial agencies including the Ministries of Transportation and Infrastructure, Forests, Lands, Natural Resource Operations and Rural Development, Municipal Affairs and Housing, and Vancouver Coastal Health for comment.

Referral Responses

Referrals to neighbouring First Nations, local governments, school districts and provincial agencies ensure indigenous and technical considerations are addressed early in the project process. The following provides a summary of the referral responses received:

N’Quatqua – no response received

Village of Pemberton – no response received

Ministry of Forests, Lands, Natural Resource Operations and Rural Development – interests unaffected

Ministry of Municipal Affairs and Housing – no concerns raised; supportive of alignment with SLRD RGS and SLRD Housing Needs Study

Ministry of Transportation and Infrastructure (MOTI) – comments included concerns about parking stalls along Sea to Sky Highway; and sidewalks and landscaping maintenance. Information was provided about various permitting and setback requirements (to be addressed at development permit and building permit stage if necessary). The referral response also included requirements for a traffic impact study, stormwater/drainage management plan, and 5.0 meter highway dedication. The [Traffic Impact Study](#) and [Stormwater/Drainage Management Plan](#) have been submitted and accepted by MOTI. See analysis section for further details as to MOTI requirements in relation to the site layout, as well as high-level findings and recommendations from the study/plan.

The highway dedication requirement was a point of contention between Lil'wat Nation and MOTI. Lil'wat Nation worked to address the issue through political channels, with the highway dedication requirement retracted by MOTI as of March 8, 2022.

Vancouver Coastal Health (VCH) – further technical information was requested to confirm adequate drinking water and sewerage servicing. [Water Servicing](#) and [Sewerage Servicing](#) reports were submitted and accepted by VCH. See analysis section for further details as to servicing details outlined in the reports, including high-level findings and recommendations.

School District 48 (SD 48) – no response received

Public Information Meeting

A proponent-led public information meeting was held on Thursday February 17, 2022 at 5pm via Zoom. As per the SLRD Planning Procedures Policy 14-2019, an applicant will normally be required to conduct a public information meeting in conjunction with a rezoning which requires an official community plan amendment or “up zoning”. The public information meeting involved a presentation of the proposal by the applicant followed by a public question and answer session. One member of the public was in attendance. No questions were asked at the meeting. The Zoom recording and presentation were made available for the public to view following the meeting on the SLRD website: [Presentation](#) and [Zoom recording](#).

ANALYSIS:

This section focuses on analysis of new information resulting from the referrals. [See first reading report](#) for full analysis of SLRD bylaws, policies and studies as well as professional reports submitted with the development application.

Transportation & Infrastructure

As noted in the first reading report, transportation issues or studies were to be identified by MOTI through the referral process. These have all been satisfied now and details are included below for information.

REFERRAL ITEM	RESPONSE
<p>Parking: MOTI referral response noted “parking stalls will not be permitted along Sea to Sky Highway (Rte 99) as this is a Controlled Access Highway”, and “that all parking must be contained on-site”.</p>	<p>SLRD staff can confirm all required parking as per the zoning requirements are being met onsite and off Highway 99. The Lil'wat Main Street Development proposes on-street parking as a traffic calming measure and to tie into streetscape plans beyond on reserve lands. This item can continue to be discussed at later stages if necessary, as it is not a zoning issue but rather a design issue.</p>
<p>Highway Dedication: MOTI referral response stated “a 5.0 meter wide strip parallel to Main Street...shall be dedicated as Highway along the frontage of the subject lot to provide for future highway improvements”.</p>	<p>MOTI has since retracted this highway dedication requirement. See Updated Site Plan</p>
<p>Drainage & Stormwater Management Plan: MOTI referral response stated “a storm water management plan is required to understand where</p>	<p>Stormwater Management Plan (Urban Systems, August 2021) <i>Findings:</i> According to the management plan, “due to the site’s relatively small size, and the fact that the predevelopment site is largely cleared of vegetation, it was found that the change in design</p>

<p>storm water runoff will be directed post-development. No storm drainage is permitted to be directed into Ministry of Transportation and Infrastructure systems; this would include, but is not limited to, collection/run-off of the internal road system. All storm water should be directed to a municipally maintained storm system”.</p>	<p>flow due to the addition of impervious areas, was relatively minor. There would be minimal difference in flow at the MoTI culvert crossing of Highway 99. For this reason, we have not recommended on-site detention or retention for the project site”. The management plan suggests that to address flow management “drainage on-site will be directed in two separate directions. Drainage from the front (east) side of the site, will be directed towards Highway 99, and will be captured in a ditch adjacent to the proposed pedestrian pathway. Drainage from the back (west) side of the site will be directed to the west limit of the site, and eventually into Grandmother Slough.”</p> <p><i>Recommendations:</i> The management plan recommends “that a ditch is constructed within the highway dedication [now no highway dedication requirement, but this can read “within the 5m area from HWY 99], which captures this flow [small portion of site drainage that is proposed to be directed to the HWY 99 ditch]”.</p> <p>MOTI has reviewed the Stormwater Management Plan and confirms the drainage solutions on site are adequate for the rezoning stage.</p>
<p>Traffic Impact Study: MOTI referral response required the proponent to retain a Professional Traffic Engineer...to produce a Traffic Impact Study, stating “the study shall investigate the impact of the ultimate development, according to an approved Terms of Reference and the format of the Ministry of Transportation & Infrastructure”.</p> <p>SLRD staff note it has taken many months to address this item, with the process requiring a “scope of development meeting” to be arranged to establish the ToR, the ToR to be prepared and approved by MOTI, and then to have the Traffic Impact Study reviewed and approved by MOTI (October 25, 2025) – with MOTI having a 6 week turn around for each of these stages (though closer to 3 months for final acceptance). Hence the</p>	<p><u>Traffic Impact Study (Howes Technical Advantage, July 2021)</u> <i>Findings:</i></p> <ol style="list-style-type: none"> 1. Intersection of Highway 99/Main Street/Duffy Lake Road: <ol style="list-style-type: none"> a. The north access point will form the west leg of the intersection of Highway 99/Main Street/Duffy Lake Road. This access meets design standards for sightlines. b. This access will be stop controlled with a pedestrian crossing linking to the proposed new sidewalk on the site frontage. c. In order to improve visibility of vehicles, pedestrians and cyclists approaching from the north, shrubbery on the west side of the north leg needs to be removed. In addition, the existing signage should be relocated outside of the sightline area. d. Future monitoring by MoTI of the pedestrian movements from the new development to the bus stop on the east leg to review the demand on the south leg of Highway 99/Main Street/Duffy Lake Road intersection. 2. Southern Access point: <ol style="list-style-type: none"> a. This access will be stop controlled with a pedestrian crossing linking to the proposed new pathway on the site frontage. b. The access meets design standards for sightlines for right turning vehicles but is 10m short of the standard

<p>significant delay between first and second reading.</p>	<p>for left turning vehicles for an operating speed of 40km/h on Highway 99.</p> <p>c. It is proposed that the speed mitigation measures identified in the recent MoTI Corridor Study be further reviewed with MoTI. Implementation of some of these items would mitigate the sightline issue.</p> <p>3. Site generated trips are estimated as: AM two-way trips of 29-32 trips and PM two-way trips of 43-49 trips. These trips have already been included in the future growth in this corridor in the previous Traffic Impact study undertaken for this area.</p> <p>4. The development includes improvements to pedestrian facilities along the frontage which include a new side walk and swale adjacent to the roadway edge. Cyclists would continue to use the road shoulder.</p> <p>5. A relocated bus stop will be provided on the development frontage to the north of the southern access. This bus stop will be designed to BC Transit standards and located outside of the sightline triangle so that a stopped bus does no obstruct motorist's sightlines. This will need to be discussed further with the Village of Pemberton and Regional District.</p> <p>6. Consideration should be given to continuity of design for active modes between this development frontage and the proposed improvements to Main Street north of Highway 99.</p> <p><i>Recommendations:</i> The Traffic Impact Study included the following recommendations, to be included in the design over and above the off-site improvements already included in the site plan:</p> <ol style="list-style-type: none"> 1. Removal of some shrubbery and relocation of existing wayfinding signage on the west side of the north leg of the intersection of Highway 99/Main Street/Duffy Lake Road. 2. Future monitoring by MoTI of the pedestrian demand on the south leg of the intersection of Highway 99/Main Street/Duffy Lake Road. 3. Further discussion is required with MOTI for the detailed design of the access points with reference to BC Supplement to TAC Section 730. 4. Design the relocated southbound bus stop to BC Transit standards and locate the stop outside of the sightline triangle of the southern access. Further details to be discussed with the Village of Pemberton and Regional District. 5. In order to mitigate the left turn sightlines at the southern access, it is recommended that the proposed speed mitigation measures from the MoTI Corridor study be
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	discussed further with MoTI. It is assumed that these improvements will be implemented by MoTI in conjunction with Lilwat.
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Servicing

Through the referral process, VCH identified further information required to confirm water and sewerage servicing. These have been confirmed and details are included for information.

REFERRAL ITEM	RESPONSE
<p>Water Servicing: VCH referral response noted the proposal indicates water servicing for the development would be available from the Mount Currie water system. It was recommended that capacity of the water system be confirmed as well as a water sample site be established for periodic water sampling.</p>	<p><u>Urban Systems Professional Engineer Letter (March 2021)</u> provided details as to the Mount Currie water system capacity and water quality monitoring in response to VCH inquiries.</p> <p><i>Findings:</i> Details as to water source, treatment, storage and distribution are provided. Additionally, the Professional Engineer letter confirms that “Lil’wat Nation has recently completed a comprehensive assessment of the Mount Currie Village community water system. Projected future water demands consider proposed development within the Village core, such as this proposed mixed-use development. The available surplus capacity within the existing community water system infrastructure is considered adequate for this proposed development. The proposed water system upgrades are expected to further improve levels of service and system reliability / robustness”.</p> <p><i>Recommendations:</i> The Professional Engineer recommendations include installing a sampling station within the proposed development so that the residual chlorine concentrations can be monitored.</p> <p>VCH confirmed the letter and response addressed recommendations in referral response.</p>
<p>Sewerage Servicing: VCH referral response noted the proposal indicates sewer servicing for the development would be available from the Mount Currie community sewerage system. As VCH does not regulate this system, it was recommended that capacity be confirmed.</p>	<p><u>Psturje Civil Engineering Letter (April 2021)</u> provided details as to the capacity of the existing sewerage system to accept the additional wastewater flows to be generated by the development.</p> <p><i>Findings:</i> Details as to the estimate of wastewater flow and sewerage system capacity – including pumping capacity, treatment capacity and hydraulic conveyance capacity – are provided. The Professional Engineer letter confirms “there is presently sufficient pumping capacity...to manage the additional flows generated from the development, even during periods of high Inflow and Infiltration (I&I)”. It is also noted that with future upgrades to the system to address I&I and to replace the lift station, ...limitations will be alleviated. Further is it confirmed</p>

	<p>“the wastewater treatment lagoon is operating in a compliance with its provincial Permit, and in compliance with the Wastewater System Effluent Regulation. The proposed development is not expected to cause violation of the conditions of the Permit or WSER.”</p> <p><i>Recommendations</i> The Professional Engineer letter states that “in terms of overall capacity, the existing sewer system has sufficient hydraulic conveyance capacity to accommodate the additional flows from the proposed development. However, there are localized sections within the system that are characterized by adverse pipe grading or pipe sagging that result in backwatering”. It is recommended that these sections be monitored and regularly cleaned to maintain flow through these pipes. Further, it is confirmed that “the projected flows from the proposed development may cause additional backwatering beyond what is presently observed, but it will not be sufficient to cause surcharging to the extent that it becomes a public health hazard”.</p> <p>VCH confirmed the letter and response addressed recommendations in referral response.</p>
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Residential Rental Tenure

The C2 Zone includes *residential rental tenure units*, with affordable non-market housing and moderate income - affordable market housing. The C2 Zone sets a minimum 30 *residential rental tenure units* of the total 56 dwelling units proposed.

Housing Agreement and Covenants

The 36 non-market dwelling units will be subject to a Housing Agreement and Covenants will be registered on title to ensure affordability in perpetuity. Lil'wat Nation is working towards securing BC Housing capital funding for the construction of the 36 non-market dwelling units within the South Building. The exact affordability formula used to determine rents within this building will depend on BC Housing’s funding program available for this project.

Development Permits and Building Permits

Aspects to be addressed further at the Development Permit and Building Permit Stage include design/form and character, conservation and sustainability, lighting, landscaping, and natural hazard mitigation.

REGIONAL IMPACT ANALYSIS:

Impacts of the additional of 36 non-market rental housing units, developed in partnership with BC Housing, and 17 *Moderate Income - Affordable Market Rental* units (affordable based on CMHC standards) will be largely local, with the community of Mount Currie benefiting. There may also be positive regional spin off impacts, as there is a shortage of affordable rental housing throughout the SLRD.

OPTIONS:

Option 1 (PREFERRED OPTION)

Give second reading to Squamish-Lillooet Regional District Electoral Area C Zoning Bylaw No. 765, 2002, Amendment Bylaw No. 1697-2020 and schedule a public hearing.

Give second reading to Squamish-Lillooet Electoral Area C Official Community Plan Adoption Bylaw No. 689, 1999, Amendment Bylaw No. 1698-2020 and schedule a public hearing.

Option 2

Revise as per Board direction and give second reading to the Squamish-Lillooet Regional District Electoral Area C Zoning Bylaw No. 765, 2002, Amendment Bylaw No. 1697-2020 as revised and schedule a public hearing.

Revise as per Board direction and give second reading to the Squamish-Lillooet Electoral Area C Official Community Plan Adoption Bylaw No. 689, 1999, Amendment Bylaw No. 1698-2020 as revised and schedule a public hearing.

Option 3

Refer the zoning amendment application back to SLRD staff for more information, or for revision.

Option 4

Reject the zoning amendment application.

FOLLOW UP ACTION: If approved by the Board, proceed with scheduling and advertising the public hearing.

ATTACHMENTS:

Appendix A: Squamish-Lillooet Regional District Electoral Area C Zoning Bylaw No. 765, 2002, Amendment Bylaw No. 1697-2020

Appendix B: Squamish-Lillooet Electoral Area C Official Community Plan Adoption Bylaw No. 689, 1999, Amendment Bylaw No. 1698-2020

Prepared by: C. Dewar, Senior Planner

Reviewed by: K. Needham, Director of Planning and Development Services

Approved by: C. Dalton, Chief Administrative Officer

**SQUAMISH-LILLOOET REGIONAL DISTRICT
BYLAW NO. 1697-2020**

A bylaw of the Squamish-Lillooet Regional District to amend Squamish-Lillooet Regional District Electoral Area C Zoning Bylaw No. 765, 2002

WHEREAS the Board of the Squamish-Lillooet Regional District wishes to amend Squamish-Lillooet Regional District Electoral Area C Zoning Bylaw No. 765, 2002;

NOW THEREFORE, the Regional Board of the Squamish-Lillooet Regional District, in open meeting assembled, enacts as follows:

1. This bylaw may be cited for all purposes as “Squamish-Lillooet Regional District Electoral Area C Zoning Bylaw No. 765, 2002, Amendment Bylaw No. 1697-2020”.
2. Squamish-Lillooet Regional District Electoral Area C Zoning Bylaw No. 765, 2002 is amended as follows:

(a) By adding the following definitions to SECTION 1 DEFINITIONS:

MULTIPLE-UNIT RESIDENTIAL means a residential use in a building divided into not less than 3 dwelling units.

RESIDENTIAL RENTAL TENURE means a form of tenure known as tenancy, in which rent is paid by a tenant to a landlord in exchange for the right to occupy a dwelling unit for residential use, in accordance with provisions of the Residential Tenancy Act.

(b) By adding the following designation to Table 2-1 Designation of Zones, to come after TC5 – Tourist Commercial 5 Sub Zone:

C2 – Mixed Use Commercial & Multiple-Unit Residential Zone

(c) By inserting the following 8.3 C2 ZONE – MIXED USE COMMERCIAL & MULTIPLE-UNIT RESIDENTIAL into Schedule A Zoning Bylaw under SECTION 8 COMMERCIAL ZONES and following the SECTION 8.2 TC ZONE as follows:

SECTION 8.3 – C2 ZONE – MIXED USE COMMERCIAL & MULTIPLE-UNIT RESIDENTIAL

Intent

- 8.3.1 The intent of this zone is to provide for a Village type mixed use commercial and multiple-unit residential development.

Permitted Uses

- 8.3.2 Land, buildings and structures in the C2 Zone shall be used for the following purposes only:
- (a) retail;
 - (b) rental stores;
 - (c) business and professional offices;
 - (d) banks;

- (e) post office;
- (f) medical and dental clinics;
- (g) restaurants;
- (h) bakeshop or confectionery, whose products are sold retail on the premises;
- (i) personal service establishments as defined under *Health Act* regulations, shoe repair shops, electric and electronic shops, launderette, laundry and dry-cleaning shops, florist shops, tailor or dressmaking shops;
- (j) printing and publishing;
- (k) community halls, churches, libraries and other similar uses;
- (l) theatres;
- (m) recreation and places of amusement;
- (n) park
- (o) playground
- (p) community garden
- (q) community facilities
- (r) *home based business*
- (s) *multiple-unit residential*
- (t) *accessory buildings and accessory uses*
- (u) uses permitted in section 3.2.

Parcel Coverage

8.3.3 The parcel coverage of all buildings and structures shall not exceed 20 percent.

Parcel Area

8.3.4 The minimum parcel area for subdivision shall be one hectare.

Siting Requirements

8.3.5 No building or structure or part thereof, except a fence, shall be located within 5 metres of a *parcel line*.

Dwelling Units, Gross Floor Area, and Height Regulations

8.3.6 On a parcel located in the C2 Zone, no use, building or structure shall be established, constructed, located or altered, and no plan of subdivision approved which contravenes the regulations set out in the table below in which Column I sets out the matter to be regulated and Column II sets out the regulations.

	COLUMN I	COLUMN II
	Matter to be Regulated	Regulations
.1	Minimum number of <i>dwelling units</i>	45
.2	Maximum commercial <i>gross floor area</i>	800 sq. m.
.3	Maximum residential <i>gross floor area</i>	5000 sq. m.
.4	Maximum building height	13 m
.5	Maximum accessory building height	4 m
.6	Minimum <i>residential rental tenure</i> units	30 units

Parking & Loading

- 8.3.7 Parking and loading shall comply with the requirements of Section 4 of this Bylaw.
- 8.3.8 In addition to the requirements of Section 4 of this bylaw, there shall be a minimum of 4 electric vehicle charging stations.
- 8.3.9 In addition to the requirements of Section 4 of this bylaw, there shall be a minimum of 25 long-term secure bicycle parking spaces and 20 short-term covered bicycle parking spaces.
- 8.3.10 For multiple-unit residential development, the required parking spaces are calculated at 1.25 spaces per residential unit.

(d) The Squamish-Lillooet Regional District Electoral Area C Zoning Bylaw No. 762, 2002, Schedule B Maps is amended as follows:

The land outlined on the map on Schedule 1 to this bylaw and legally described as “LOT 1 DISTRICT LOT 209 LILLOOET DISTRICT PLAN EPP102417” is rezoned from C1 Zone (Community Commercial) to C2 Zone (Mixed-Use Commercial & Multiple-Unit Residential).

(e) By adding Amendment Bylaw 1697-2020 to the Summary of Amendments table as follows:

1697-2020	Lil'wat Main Street Zoning Amendment	
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READ A FIRST TIME this	16 th day of	DECEMBER, 2020
READ A SECOND TIME this	day of	, 2022
PUBLIC HEARING held this	day of	, 2022
READ A THIRD TIME this	day of	, 2022
APPROVED PURSUANT TO SECTION 52 (3)(a) OF THE TRANSPORTATION ACT this	day of	, 2022
ADOPTED this	day of	, 2022

Jen Ford
Chair

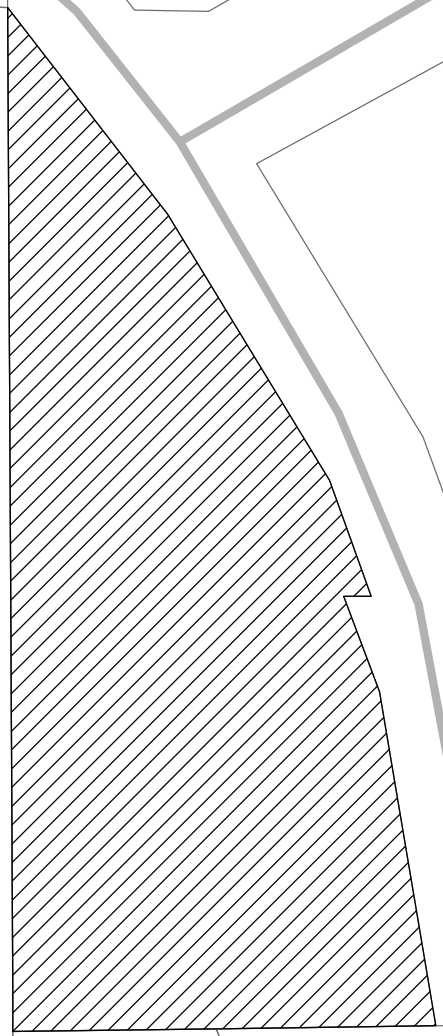
Kristen Clark
Director of Legislative Services and Corporate
Services



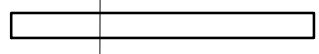
Pemberton Portage Rd

Sea to Sky Hwy

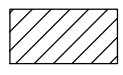
Main St



60 m



Schedule 1



C1 Zone (Community Commercial) to C2 Zone (Mixed-Use Commercial & Multiple-Unit Residential)

**SQUAMISH-LILLOOET REGIONAL DISTRICT
BYLAW NO. 1698-2020**

A bylaw of the Squamish-Lillooet Regional District to amend the
Electoral Area C Official Community Plan Adoption Bylaw No. 689, 1999

WHEREAS the Board of the Squamish-Lillooet Regional District wishes to amend the Electoral Area C Official Community Plan;

NOW THEREFORE, the Regional Board of the Squamish-Lillooet Regional District, in open meeting assembled, enacts as follows:

1. This bylaw may be cited for all purposes as “Electoral Area C Official Community Plan Adoption Bylaw No. 689, 1999, Amendment Bylaw No. 1698-2020”.
2. Squamish-Lillooet Regional District Electoral Area C Official Community Plan Adoption Bylaw No. 689, 1999 is amended as follows:
 - (a) By inserting the following **COMMERCIAL 2 – MIXED USE COMMERCIAL AND MULTIPLE-UNIT RESIDENTIAL LANDS** into Schedule A Zoning Bylaw under **LAND USE Section 7 COMMERCIAL LANDS** as follows:

**COMMERCIAL 2 – MIXED USE COMMERCIAL AND MULTIPLE-UNIT RESIDENTIAL
LANDS**

Context

The Lil’wat Main Street Development is a Village type mixed use commercial and residential development, consisting of two separate buildings linked by a covered walkway. The residential development tenure is rental and includes affordable housing units, as well as a variety in dwelling unit types. The commercial development is ground level, connecting to and enhancing the pedestrian experience, and includes live work units. The addition of compact rental residential and local commercial at a small scale contributes to Mount Currie centre as a complete community.

The Lil’wat Main Street Development integrates into existing preferred modes of transportation routes, including the Friendship Trail, and provides community amenities such as a children’s play area and community gardens. Enhanced pedestrian connectivity, outdoor community spaces and extensive landscaping contribute to the vibrancy of the Mount Currie centre.

The Lil’wat Main Street Development enhances the natural landscape through the retention and use of native, drought resistant and low maintenance plantings. Sustainability features are incorporated throughout the development, including solar and heat recover systems. Natural hazard considerations guide site design, with geological and hydraulic mitigative measures implemented.

Objectives

- To create affordable housing units to serve the needs of the community.
- To provide a variety of housing types, sizes and tenures, including non-market housing options.

- To enhance connectivity and the public realm.
- To support a viable commercial centre in Mount Currie.
- To ensure adequate goods and services are locally available to residents of and visitors to Area C.
- To ensure development minimizes and mitigates risks associated with natural hazards.
- To encourage efficient, low-carbon, innovative development practices that conserve, recycle or generate energy, water, materials, and other resources.

Policies

- 7.12 The Plan provides for mixed-use residential and commercial and designates these land uses as COMMERCIAL 2 on Map 1 – Land Use Designations. COMMERCIAL 2 supports the use of land for local commercial activity including retail, restaurants, personal service, and community facilities. Residential use includes multiple-unit residential.
- 7.13 Affordable housing is prioritized, and provided for in perpetuity.
- 7.14 Multiple-Unit Residential development includes a variety of unit types and tenures to meet the diverse needs of the community over the long-term.
- 7.15 Commercial development contributes to the streetscape through quality design, materials and prioritization of pedestrians.
- 7.16 Commercial activity caters to the everyday needs of local residents and provides services and goods to area visitors.
- 7.17 Connectivity to preferred modes of transportation is encouraged.
- 7.18 Development of infrastructure that minimizes impacts to environmental resources is encouraged.
- 7.19 Buildings are encouraged to be net zero ready by 2032, as per the BC Step Code

(b) By adding reference to Commercial 2 in 7.11 Development Permit Area 1: Mount Currie Commercial by inserting the following wording after “Development Permit Area 1 includes all parcels designated as Commercial...”:

and Commercial 2 – Mixed Use Commercial and Multiple-Unit Residential...

(c) By adding Amendment Bylaw 1698-2020 to the Summary of Amendments table as follows:

1698-2020	Lil'wat Main Street Development OCP Amendment	, 2022
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3. Map 1 (Area C Land Use Designations) of the Electoral Area C Official Community Plan Adoption Bylaw No. 689, 1999 is amended as follows:

By redesignating the land legally described as “LOT 1 DISTRICT LOT 209 LILLOOET DISTRICT PLAN EPP102417” from Commercial to Commercial 2 – Mixed Use Commercial and Multiple-Unit Residential as shown on Schedule “1”.

READ A FIRST TIME this	16 th day of	DECEMBER, 2020
READ A SECOND TIME this	day of	, 2022
PUBLIC HEARING held this	day of	, 2022
READ A THIRD TIME this	day of	, 2022
APPROVED PURSUANT TO SECTION 52 (3)(a) OF THE TRANSPORTATION ACT this	day of	, 2022
ADOPTED this	day of	, 2022

Jen Ford
Chair

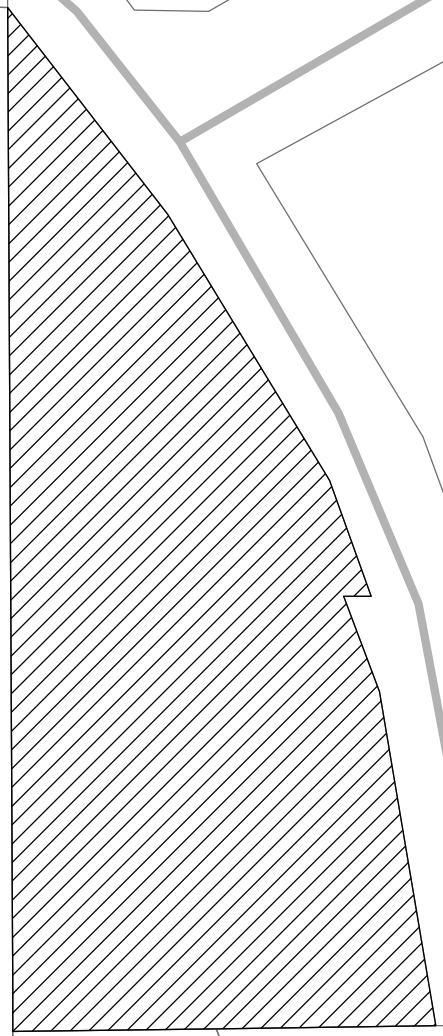
Kristen Clark
Director of Legislative Services and
Corporate Services



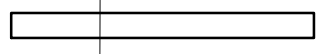
Pemberton Portage Rd

Sea to Sky Hwy

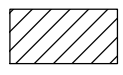
Main St



60 m



Schedule 1



Commercial to Commercial 2 - Mixed-Use Commercial and Multiple-Unit Residential