



Sacred Waters



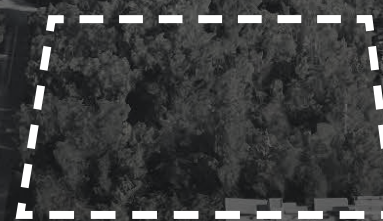
ARCADIS

PROJECT NO. 08-26-0076 / ICBC /
SACRED WATERS DEVELOPMENT

REZONING APPLICATION

Lot 27 - 86 Avenue

Prepared for Sacred Waters Developments
Submitted by Arcadis Architects (Canada) Inc.
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01 DESIGN VISION

1.1 Executive Summary

A vibrant, mixed-use neighbourhood masterplan that celebrates the identity of the Katzie, Kwantlen, and Semiahmoo (KKS) Nations, is envisioned for this 4.4-acre site between 201 Street and 86 Avenue.

This development comprises two buildings, each with a connected podium base, and four 6-12 storey apartment towers. These are divided by a central pedestrian-oriented street that runs east to west (E-W Street) and provides a high-quality public realm environment with wide sidewalks, a plaza, and street calming elements.

This project is intended to be developed in two phases which correspond to the two buildings, each with its own legal lot. Phase 1 to the south includes commercial and community-based uses at the ground floor. Small retail spaces create a commercial frontage along 201 Street and the intersection with 86 Avenue, forming an active interface with the wider neighbourhood. A community facility oriented towards the E-W Street and 201 Street acts as the social heart to the neighbourhood. This will be a landmark space for the KKS Nations to operate as a cultural centre and community gathering space.

To the north of the E/W Street is Phase 2. This building provides a strong residential frontage at the ground floor with lobby entrances and opportunities for live / work units. A potential northern street dedication, primarily on the adjacent development, connects to the N/S Street and lane proposed along the eastern boundary line, completing the circulation.

At the podium level of both buildings are lively open spaces with a variety of amenities and social gathering spaces for the residential community of 600 units. These are proposed to incorporate a dynamic landscape vision that weaves in indigenous elements and reflects the cultural values of the KKS Nations.

In total, the project includes:

- Approximately 600 units of mixed-tenure housing, including live-work opportunities.
- Approximately 1,050m² of small-scale commercial retail space.
- Approximately 415m² of community amenity space intended to be a space for residents, as well as for the Katzie, Kwantlen, and Semiahmoo First Nations.
- Approximately 550 vehicle parking stalls.
- Maximum heights of 12 storeys.
- A combined site density of 2.87 FSR.



Figure 1.1 Artist sketch of site from western aerial

1.2 A Unique Collaboration of Indigenous Nations

Sacred Waters Development

Sacred Waters Developments (SWD) is a ground-breaking economic development corporation jointly owned by the Katzie, Kwantlen, and Semiahmoo (KKS) Nations. SWD stands as a testament to the power of collaboration and shared vision among these Indigenous Nations, each with their own rich histories and deep connections to the land and waters of the Lower Mainland and beyond. This collaborative approach embodies the spirit of reconciliation, fostering unity and mutual understanding between Nations.

Our Mission & Vision

As the developer and owner of the Lot 27 – 86 Avenue Project (the Project) in Langley, SWD is not just developing land; we’re bringing to life our mandate to pursue economic and social growth opportunities, create and expand capacity through skill development and the enhancement of resources, and form partnerships that align with our Nations’ goals of self-determination. Our approach is characterized by acknowledging the resilience, authenticity, and deep respect for the spiritual connection that the KKS Nations have to the land.

SWD operates with a clear purpose: to pursue opportunities that benefit our communities while providing client services to partners with shared values. As a three-way, jointly owned organization, revenues from our projects are reinvested directly back into the KKS Nations, creating a sustainable cycle of economic development. What truly sets us apart is our deep understanding of the development priorities for the KKS Nations, enabling us to tailor our initiatives to meet their unique needs. This intimate connection not only enhances our effectiveness but also fosters trust and collaboration within these communities.

Reconciliation is embedded in every aspect of our process and projects. Supporting Indigenous self-determination and amplifying Indigenous voices are not just goals, but fundamental acts of reconciliation that drive our work. This commitment is evident in all our activities, from planning to execution. By prioritizing Indigenous perspectives and decision-making, we are actively working to address historical injustices and create a more equitable future.



Guiding Principles

The vision for the Project has been informed by a set of priorities and objectives identified by SWD and the KKS Nations. A collaborative conceptual framework was informed by a Visioning Workshop and focuses not only on the Project but also on current and future SWD housing development projects in general.

Identity & Storytelling

Central to our vision is the demonstration of the Katzie, Kwantlen, and Semiahmoo Nations’ presence on these traditional territories. The project will incorporate Indigenous art, language, and design elements that tell our stories and showcase our cultural identity. This visible representation is a powerful act of reclamation and education, fostering understanding and respect among all community members.

Building A Sense of Home

We are creating more than just housing; we are building a community that fosters a deep sense of belonging. The development will include spaces for cultural practices, community gatherings, and connection to the land, nurturing a love and knowledge of place that is fundamental to our Indigenous world view.

Generational Support

Recognizing the importance of family and community in Indigenous cultures, the project will offer affordable entry-level homes that support larger family units. This approach addresses the housing needs of urban Indigenous peoples and young families, providing a foundation for generational wealth-building and long-term community stability.

Showcasing Values While Creating Value

The project demonstrates how economic development can align with cultural and environmental values. By working in harmony with the land, we will create both economic and environmental value, showcasing how Indigenous stewardship principles can guide modern development practices.



Figure 1.2 Chief of the River Canoe by Kwantlen First Nation artist, Brandon Gabriel (Image Credit: Township of Langley)

Sustainability Beyond Requirements

Our commitment to sustainability extends far beyond standard requirements. This project will set a new benchmark for environmentally conscious development, incorporating innovative green technologies and practices that reflect our Nations’ traditional roles as stewards of the land and waters.

Connection To People + Place

The development is designed to cultivate a deep connection to the land and all our relations. Through thoughtful landscaping, educational elements, and spaces for ceremony and gathering, we will create an environment that honours the stories of our past, addresses the needs of the present, and lays the groundwork for our future.

A Unified Vision

This project represents a unified vision that guides Sacred Waters and the three Nations forward. It brings together culture, environment, and economic viability in a holistic approach that demonstrates the power of collaboration among Indigenous Nations.

By adhering to these principles, the Project will stand as a testament to what can be achieved when Indigenous values and modern development practices are harmoniously integrated. It will not only provide much-needed housing but also serve as a beacon of Indigenous resilience, innovation, and cultural pride, contributing significantly to the ongoing process of reconciliation and self-determination.

Commitment to Reconciliation

SWD’s approach to development is rooted in collaboration, inclusivity, and creating a cohesive vision for a project that contributes to reconciliation. Our engagement process is shaped by a philosophy that ensures the land-based Nations are actively involved in shaping SWD projects, including decision-making throughout the project life cycle. This inclusive approach is a key element of reconciliation, ensuring that the voices of the land-based Nations are central to the decision-making process for the project. This multi-pronged approach includes:

- 1. Pre-Engagement:** We work with the land-based Nations to design engagement and decision-making processes for each project that are responsive to their expectations. Our engagement plans are endorsed by the land-based Nations to ensure their priorities are addressed and our engagement approaches are responsive to their unique needs.
- 2. Meaningful Engagement:** We conduct ceremonies, workshops, and feedback sessions with a flexible timeline, in line with engagement plans endorsed by the land-based Nations. This allows for processes of listening, speaking, discussing, and discerning to unfold naturally.
- 3. Collaboration:** We involve the land-based Nations at every stage of the project, demonstrating to all parties that we have heard and value their feedback and ideas. This collaboration ensures that Indigenous perspectives shape the direction of our developments.
- 4. Doing Good:** Our commitment is to do things the right way, ensuring that development is not only viable and profitable but also beneficial to Indigenous communities.
- 5. A Shared Vision:** We encourage dreaming big for a better future by communicating the project vision and gathering input primarily from the land-based Nations. While prioritizing the Nations’ vision, we will also integrate relevant feedback from other interested parties to create a comprehensive and inclusive project approach. This ensures that the Project truly reflects the values and aspirations of the KKS Nations while considering broader perspectives.

By centering Indigenous leadership and decision-making, we aim to create projects that not only contribute to reconciliation but also empower the KKS Nations in their self-determination journey. This commitment guarantees that our developments resonate with Indigenous values while fostering sustainable growth for future generations.

Economic and Social Benefits

The increased density proposed for the Project aligns perfectly with our mandate to seek economic and social growth opportunities. By creating a vibrant, mixed-use community, we’re not just building homes; we’re cultivating a fertile environment that will attract businesses, foster job creation, and boost local economies.

Our development approach demonstrates the resilience of Indigenous communities, showcasing how ancestral wisdom can be applied to modern economic challenges.

Our unique ownership model ensures that the economic benefits flow directly back to our Nations. Revenues generated from this development will be reinvested into our communities, supporting vital projects and services. This creates a sustainable cycle of economic development that goes beyond mere profit-making.

Cultural Identity and Presence

At the heart of the Project is our commitment to showcasing the rich cultural heritage of the KKS Nations. We’re creating spaces that tell their stories and reflect their values, incorporating Coast Salish language and art, and providing areas for cultural practices and storytelling. This celebration of Indigenous culture in a modern development context is a powerful act of reconciliation, promoting understanding and appreciation of Indigenous heritage among all community members.

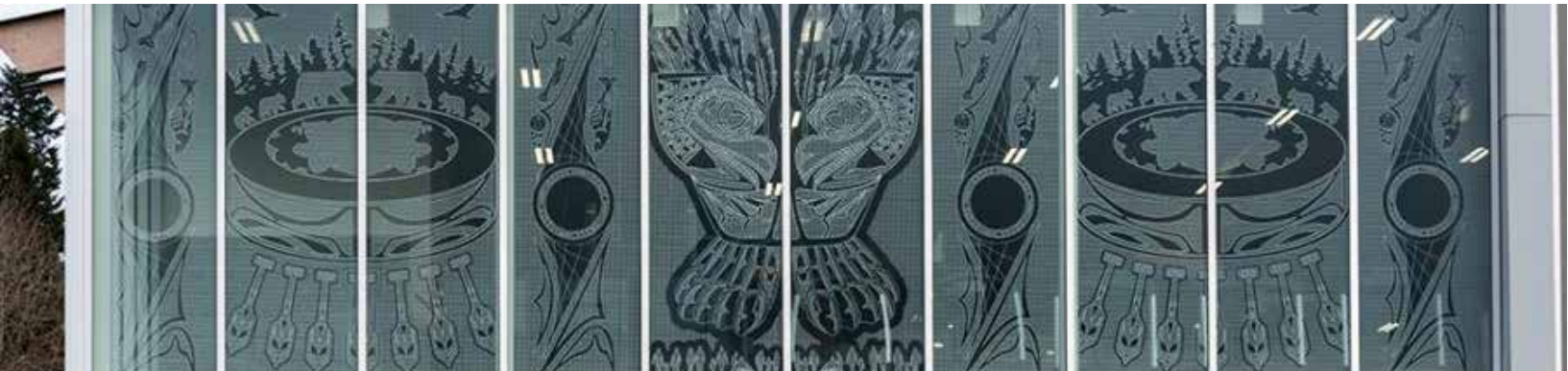


Figure 1.3 Guardian Spirits by Katzie First Nation artist, Rain Pierre
(Image Credit: City of Surrey)

Sustainability and Stewardship

Our approach to sustainability goes above and beyond what is required; we’re demonstrating how development can be conducted in harmony with the environment while actively preserving and nurturing the rich cultural heritage of the KKS Nations. Our approach ensures that economic growth goes hand-in-hand with the strength and continuity of these unique Indigenous cultures. The Project will incorporate green spaces, environmentally friendly practices, and innovative solutions that align with the KKS Nations’ traditional stewardship of the land.

Community and Generational Support

We’re building more than just homes; we’re creating a sense of place that fosters belonging and pride. The Project will include affordable entry-level homes that support larger family units, addressing the housing needs of urban Indigenous peoples and young families. By offering a mix of housing types and potential programs like rent-to-own or down-payment assistance, we’re providing a pathway for our community members to build generational wealth. This initiative is a concrete step towards reconciliation, addressing systemic barriers to housing and economic stability that have historically affected Indigenous communities. It enables members of the KKS Nations, other First Nations, and urban Indigenous people to achieve or enhance their financial independence and security through home ownership opportunities that might otherwise be out of reach, laying a foundation for long-term economic stability and intergenerational healing.



02 SITE AND POLICY CONTEXT

2.1 Site Introduction

Site

The site is located between 86 Avenue and 201 Street with a total site area of 17,927 sq.m. (4.4 acres). The site slopes down slightly from 86 Avenue to the north of 201 Street.

To the south of the site is the newly constructed development - ‘The Towers At Latimer Heights’ - comprises two residential towers of 34 and 26 storeys, while 4-6 storey office buildings are situated to the east and west of the site. There is also a proposal for multiple towers to the north of the site.

Further south and east, the Carvolth neighbourhood is characterized by a mix of 6-storey apartment buildings and townhouses. 86 Avenue is intended to be a high-street for the neighbourhood, and is developing as a retail node with small CRUs at grade.

The site is ~300m walking distance to the future Bus Rapid Transit (BRT) stop at the existing Caravolth bus exchange.



LEGEND
■ SITE BOUNDARY

Figure 2.4 Site



2.2 Site Context

Site Connectivity

The site is well connected to the surrounding road network, with easy connections to 86 Avenue and 201 Street. These local streets connect the site to other locations in the Township of Langley, as well as to the Trans-Canada Highway, allowing for easy connections to the rest of the region and areas further east.

This site is among the best transit-oriented sites in the Township of Langley. The site is ~300m of the Carvolth Exchange, the expected future stop of the Langley-Haney Place BRT.

LEGEND

SITE BOUNDARY

ARTERIAL/COLLECTOR ROAD

Figure 2.5 Site Connectivity Map

Green Space Connections

The redevelopment of the project site will help to complete the multi-use greenway along 86 Avenue, allowing for safe, easy bike and pedestrian connectivity to the 200 Street greenway and the Carvolth integrated greenspace to the east.

- LEGEND
- SITE BOUNDARY
 - STREET NETWORK
 - ACTIVE TRANSPORTATION PATHS
 - PARK AND GREEN SPACES
 - ENVIRONMENTAL CORRIDOR

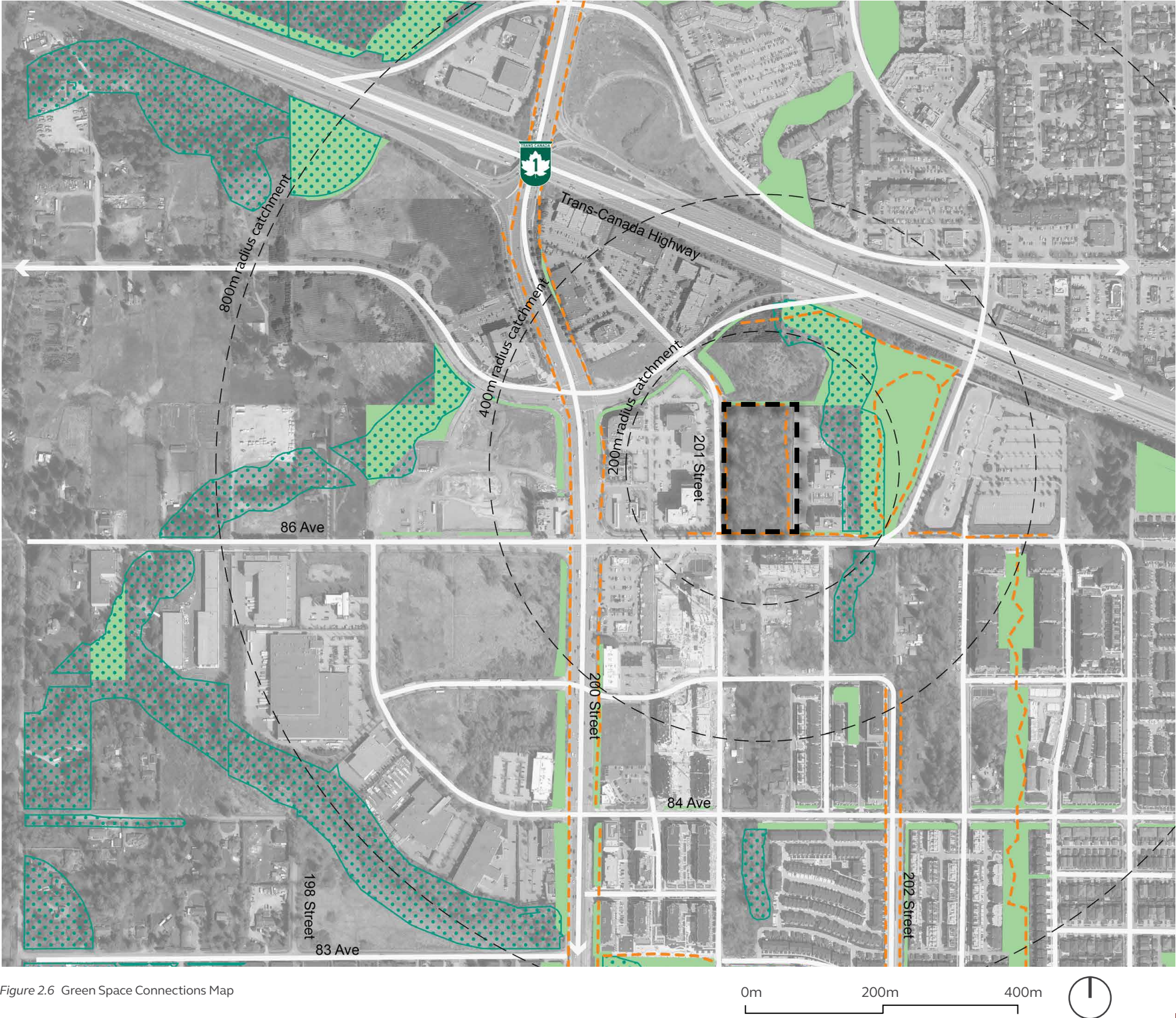


Figure 2.6 Green Space Connections Map

Surrounding Developments

1. 20100 Block 88 Avenue
Amendment to Carvolth Neighbourhood Plan and rezoning to a new CD Zone for the development of three residential towers (36 to 44 storeys).
2. 20200 Block of 86 Avenue
Rezoning of property to a CD Zone for the development of a mixed-use complex with 203 residential units and 354 m² of commercial space.
3. 20224 86 Avenue
Rezoning of property to a CD Zone for the development of a mixed-use complex with 3,632 m² of commercial/office space and 170 apartment units.
4. 20186 & 20212 86 Avenue
Rezoning of property to a CD Zone for the development of a residential housing complex with 2 six-storey condo buildings comprised of 223 units.
5. 20120 86 Ave
Rezoning of property to a CD Zone for the development of a residential housing complex with 39 storey tower and a 6 storey apartment building.
6. 20145 84 Avenue
Rezoning of property to a CD Zone for the development of a residential housing complex with 42 townhomes and 127 apartment units.
7. 20239 84 Avenue and 20264 86 Avenue
Rezoning of property to a CD Zone for the development of a residential housing complex with 220 apartment units and 20 townhouse units.
8. 8400 Block of 202B Street
Rezoning of property to a CD Zone for the development of a residential housing complex with a 6 storey apartment building.
9. 20100 Block of 84 Avenue
Amendment to Carvolth Neighbourhood Plan and rezoning to a new CD Zone to facilitate the development of 210 apartment units.

LEGEND

CURRENT DEVELOPMENT APPLICATIONS

SITE BOUNDARY

ARTERIAL/COLLECTOR ROAD

LOCAL STREET

FUTURE BRT ROUTE

BUS ROUTE

CARLVOTH EXCHANGE - FUTURE BRT STOP

FUTURE BRT STOP

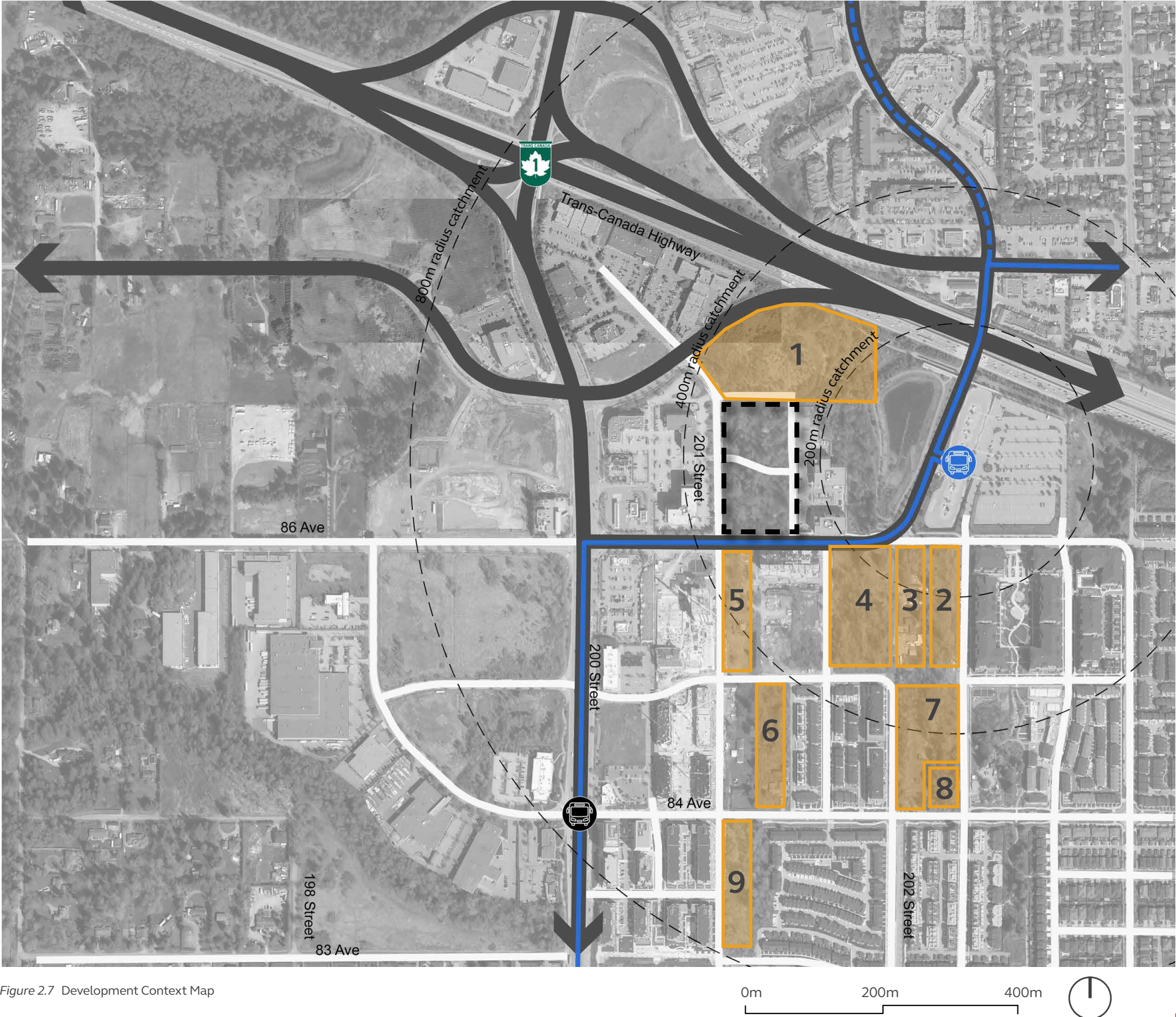
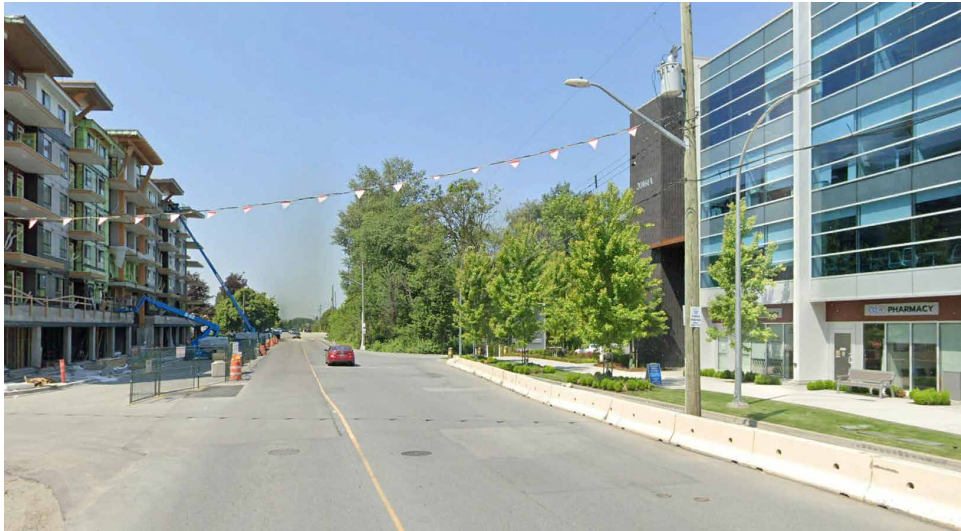


Figure 2.7 Development Context Map

Existing Site Photos



Key Plan



5. Looking to the eastern corner of the site at 86 Avenue



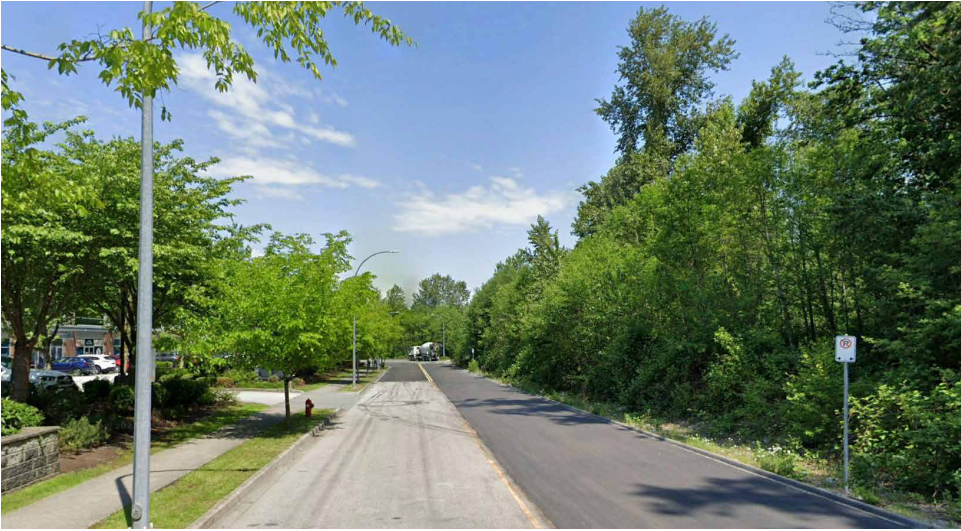
1. View from 86 Avenue to 201 Street



3. View to north boundary of the site at 201 Street



6. Eastern driveway access to office buildings at 86 Avenue



2. Driveway access to the office buildings at western edge of 201 Street



4. View to the intersection of 201 Street and 86 Avenue



7. View from the eastern driveway to the parking entrance

2.3 Policy Context

Metro Vancouver Regional Growth Strategy

Metro Vancouver’s Regional Growth Strategy, Metro 2050, is a key plan among a suite of interconnected management plans for the Metro Vancouver region. The Regional Growth Strategy uses land use policies to guide the future development of the region. Municipal-level land uses must be consistent with the Regional Growth Strategy.

Existing Land Use Designation

The site is currently designated as “Mixed Employment” as per the Regional Growth Strategy map. Mixed Employment lands are intended for light industrial, commercial and other employment-related uses. Areas located within Urban Centres and Frequent Transit Development Areas should provide for a mix of employment activities and more intensive forms of commercial development.

Residential uses are generally not permitted in Mixed Employment areas, except for sites within 200m of rapid transit station within either an Urban Centre or Frequent Transit Development Area (“FTDA”). Outside of urban centres/FTDAs, employment lands are generally intended for light industrial uses. Depending on how Metro Vancouver classified BRT stations, it is possible that limited residential uses may be permitted within 200m of these stations in Mixed Employment-designated areas.

Proposed Land Use Designation

To accommodate the proposed development, a Regional Growth Strategy amendment to “General Urban” is proposed. General Urban areas are intended to create residential neighbourhoods and centres, supported by a mix of uses. Higher-density trip generating development should be directed toward Urban Centres and FTDA’s with General Urban Designations. Emphasis should be put on place-making and an enriched public realm.

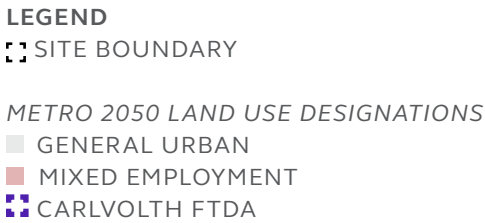
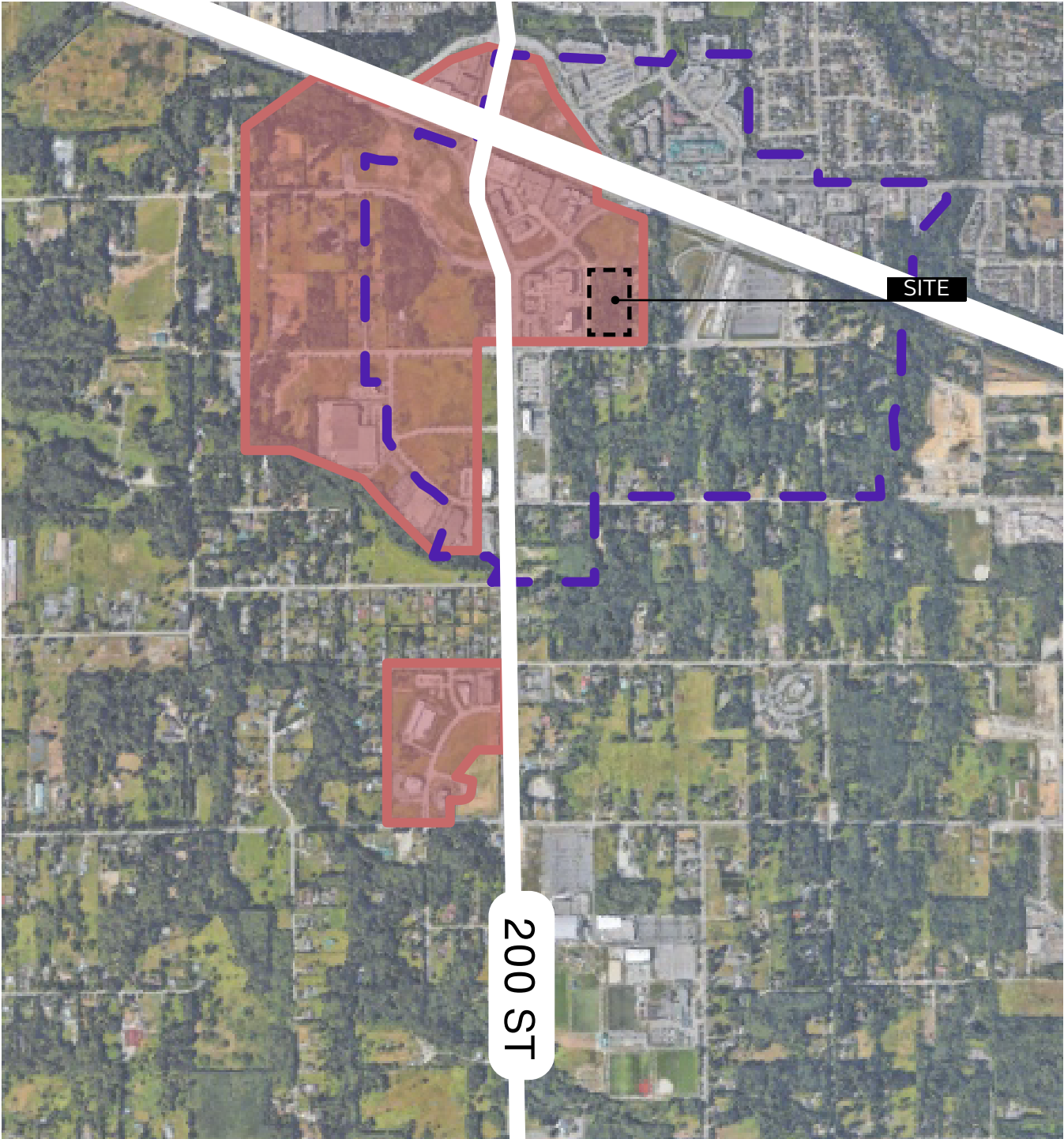


Figure 2.8 Metro 2050 - Land Use Designation Map



Metro Vancouver Regional Growth Strategy

RGS Amendment Rationale

A RGS Amendment to accommodate residential uses on the site is supported by the following factors:

1. Oversupply of Employment Lands in Carvolth

The Carvolth neighbourhood is predominantly designated for employment uses, particularly on the west side of 200 Street. More than 60 hectares of developable lands in Carvolth are currently designated for exclusively employment uses, both office and light industrial.

The employment lands in Carvolth have been slow to develop, indicating an oversupply of employment lands for existing demand. When demand eventually catches up with land supply, there will be significantly more development capacity in Carvolth than there was when the RGS was adopted. The Township of Langley’s 200 Street 2040 Strategy (currently being considered by Council), will significantly increase allowable densities on employment lands in Carvolth.

The 200 Street 2040 Strategy anticipates that this increase in density would accommodate up to 50,000 new jobs in Carvolth, largely in the lands located west of 200 Street, therefore reducing the need for exclusively employment lands in the residential-oriented district east of 200 Street.

2. Township of Langley Housing Needs

The Township of Langley has been growing at a rate of approximately 7,000 to 8,000 new residents per year in the past two years, and is anticipated to add over 25,000 new residents in the next five years (as per BC Stats Estimates). This population growth will require approximately 12,000 new housing units. The Township Official Community Plan anticipates that much of its housing growth will be located along the 200 Street corridor in order to limit suburban sprawl and protect vital farm land. An RGS amendment to General Urban will allow the site to better align with provincial and municipal goals for increased housing supply concentrated in key urban centres along the 200 Street corridor.

The delivery of approximately 600 units in this transit-oriented location will also help the Township meet its 5-year housing target of nearly 6,600 units, as required under the provincial Housing Supply Act.

3. Transit-Oriented Housing

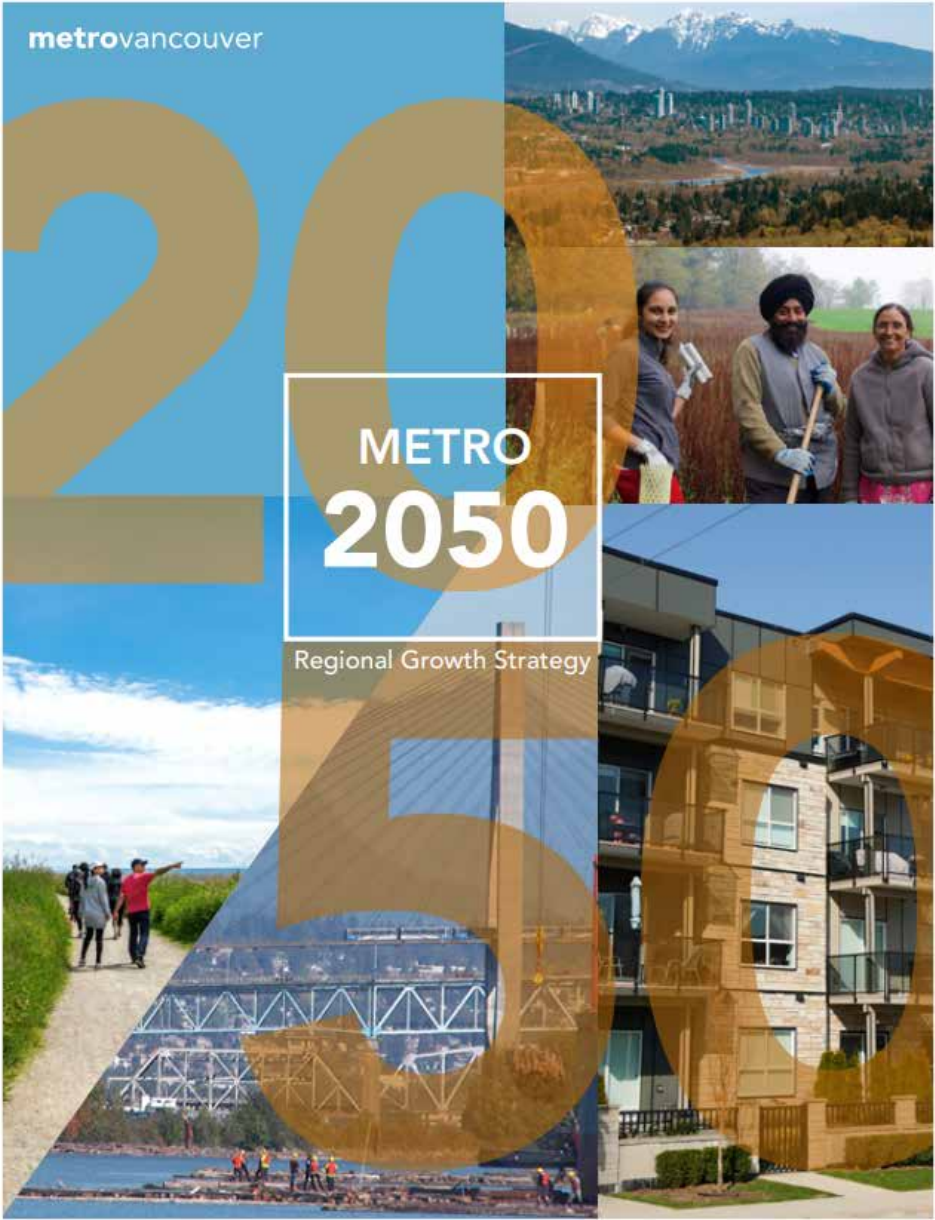
The RGS was adopted prior to Translink’s announcement that the 200 Street corridor would be one of three initial Bus Rapid Transit (“BRT”) lines in Metro Vancouver. A future BRT station is anticipated to be located approximately 300 metres from the site, at Carvolth Exchange. It is essential that new, high-density housing be located near this new transit infrastructure to capitalize on this investment, while reducing reliance on private vehicles.

It is anticipated that TransLink will require the Township of Langley enter into a Supportive Policies Agreement (“SPA”) prior to BRT construction. The SPA will dictate densities and land uses required along the BRT line to ensure sufficient transit-supportive residential densities. Given the site’s transit-adjacency, and the existing lower density development nearby, the site is an important location for more intensive, transit-supportive housing density.

4. Incorporation of Employment-Generating Uses

While the proposed development is primarily comprised of much needed residential uses, it will also include employment-generating retail space and/or community health care facilities at the ground floor. This retail will both help ensure that Carvolth is a complete, walkable community, while also providing 1,050m² / 11,290ft² of employment space (accommodating approximately 60 jobs).

Additionally, one-bedroom apartments will be designed with dedicated work-from-home areas and 50% of apartments are 2+ bedrooms. This supports the ability to work at home and will help reduce long commutes, lowers peak-hour traffic pressure, and support a more flexible workforce.



Metro Vancouver Regional Growth Strategy

Response to Key Policies

Goal 1: Create a Compact Urban Area

Strategy 1.1 Contain urban development within the Urban Containment Boundary.

Project Response: The project provides a mix of retail and/or community health care facilities, and residential uses in a high-density development located within the Urban Containment Boundary.

Strategy 1.2: Focus growth in Urban Centres and FTDA.

Project Response: The project is located within the Carvolth FTDA.

Strategy 1.3 Develop resilient, healthy, connected, and complete communities with a range of services and amenities.

Project Response: The project provides a mixed-use development intended to help create a complete community within the Carvolth neighbourhood centre and anchor 86 Avenue as the area’s high street. A commercial space is proposed to provide a key retail and/or community health care space to the growing population of this neighbourhood.

Goal 4: Provide Diverse and Affordable Housing Choices

Strategy 4.1 Expand the supply and diversity of housing to meet a variety of needs.

Project Response: The project provides a mix of tenures, with a significant portion of units being family-sized (50% of units as 2 bedroom+). This project will help to diversify the housing supply within the Township of Langley from predominantly single-detached homes to a mixed housing supply that can meet the needs of diverse groups of residents.

Strategy 4.2 Protect tenants and expand, retain and renew rental housing.

Project Response: The project will provide a mix of housing tenures on a vacant site without existing tenants.

Goal 5: Support Sustainable Transportation Choices

Strategy 5.1 Coordinate land use and transportation to encourage transit, multi-occupant vehicles, walking and cycling.

Project Response: The project directly responds to transit expansion on the 200 Street Corridor. While the project site is ~300m of the future BRT station at Carvolth Exchange, the current land use designation is not aligned with the close proximity to frequent transit services. By aligning high density development around frequent transit, future residents have a reliable public transportation option and private vehicle ownership becomes optional.

Translink Transportation 2050

Overview

TransLink’s Transport 2050 is the new Regional Transportation Strategy for Metro Vancouver and reflects a common vision for the future of transportation in Metro Vancouver.

Transport 2050 is rooted in the vision of “Access for Everyone”. Access for Everyone includes two key ideas. The first is that focus should be on access, rather than just specifically mobility. The second idea is that this access should be broadly enjoyed by everyone.

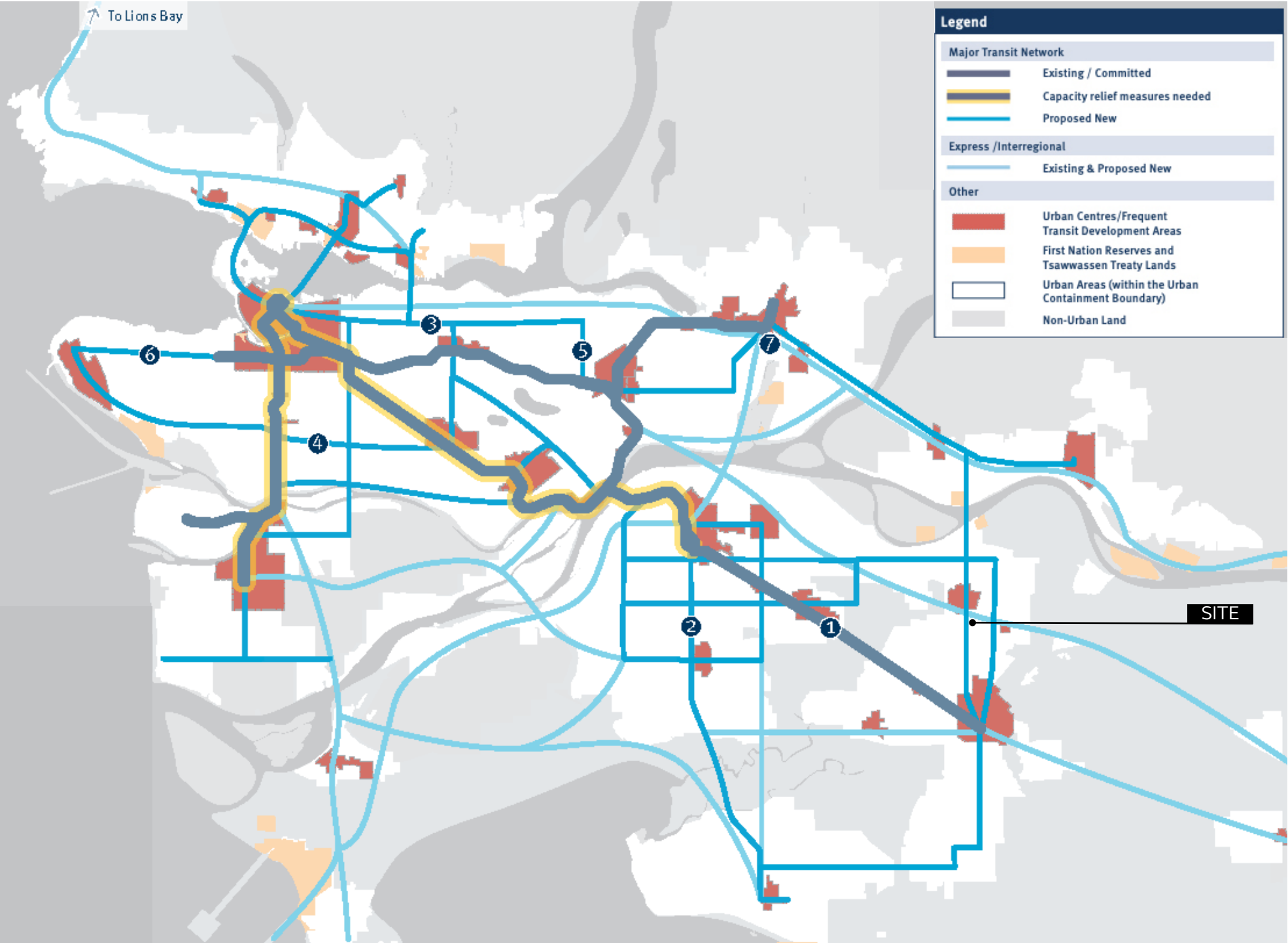


Figure 2.9 Transport 2050 Fast and Reliable Transit Network Map



Translink Transportation 2050

Response to Key Goals

Goal 1: Convenient Choices for Everyone

Action 1.1.1: “Support development of walkable and complete communities so that people can find all of the services or goods they are likely to need more than once a week within a convenient 1km walk, bike or roll.”

Project Response: The project provides a walkable and dense community with convenience retail located within the Carvolth Frequent Transit Development Area. The site is located along the 86 Avenue High Street which anchors Carvolth’s walkable downtown.

Action 1.2.1: “Support the transit-oriented regional growth framework in order to make transit more convenient for more people and for more trips. Continue to plan for a compact urban form within the Urban Containment Boundary.””

Project Response: By providing a compact, mixed-use and dense residential neighbourhood adjacent to the Carvolth Exchange and a future 200 Street BRT station, the project capitalizes on existing transit infrastructure, while providing the population required to support Translink’s investment in expanded mass transit.

Goal 3: Affordable Choices for Everyone

Action 3.1.2: “Support First Nation effort to protect and expand the existing supply of transit-oriented affordable housing.”

Project Response: This First Nation led project seeks an expansion of housing supply with family-sized units and tenureship options that will diversify the supply of housing along the 200 Street BRT Corridor, providing a range of new homes for Langley’s fast-growing population.

Goal 4: Safe and Comfortable Choices for Everyone

Action 4.1.2: “Transform roads into people-first streets that are safe for everyone, with different streets prioritized for different uses and speeds, employing physical design and technology.”

Project Response: The project provides expanded road dedications along 86 Avenue and 201 Street to allow for extra-wide sidewalks and multi-use pathways.



200 Street Bus Rapid Transit

TransLink is advancing planning for Bus Rapid Transit (BRT) routes across Metro Vancouver, including the proposed Langley–Haney Place BRT line along the 200 Street corridor.

This line will provide a high-capacity rapid bus connection between the Township of Langley and Maple Ridge, linking key destinations such as Willowbrook, the Langley Events Centre, Carvolth Exchange, Ridge Meadows Hospital, and Haney Place. The corridor will also connect to the future SkyTrain extension at Willowbrook Station, strengthening regional transit connections.

The proposed BRT service is anticipated to operate at high frequency, with buses running approximately every 10 minutes during peak periods. Dedicated transit priority measures, enhanced stations, and improved passenger amenities will significantly improve travel reliability and transit accessibility along the corridor, establishing 200 Street as a rapid transit spine serving both employment and residential areas.

Rapid transit investments typically support higher-density, mixed-use development within walking distance of stations. In response to the planned BRT investment, the Township of Langley has initiated planning work for the 200 Street / Willoughby Transit-Oriented Corridor, which will establish a long-term land use framework to guide growth, infrastructure investment, and urban design along the corridor.

While the site is not currently subject to Provincial Transit-Oriented Area (TOA) legislation, it is anticipated that future BRT stations may be designated as TOAs and as rapid transit investments are implemented. This direction aligns with recent Provincial housing initiatives encouraging increased housing supply in transit-accessible locations.

Located ~300m walking distance of the Carvolth Exchange BRT station, and ~400m of a future BRT station on 200 Street, the proposed development supports this emerging vision by introducing compact residential density that will help support frequent transit service. This will contribute to the development of a complete, transit-oriented community along the 200 Street corridor.

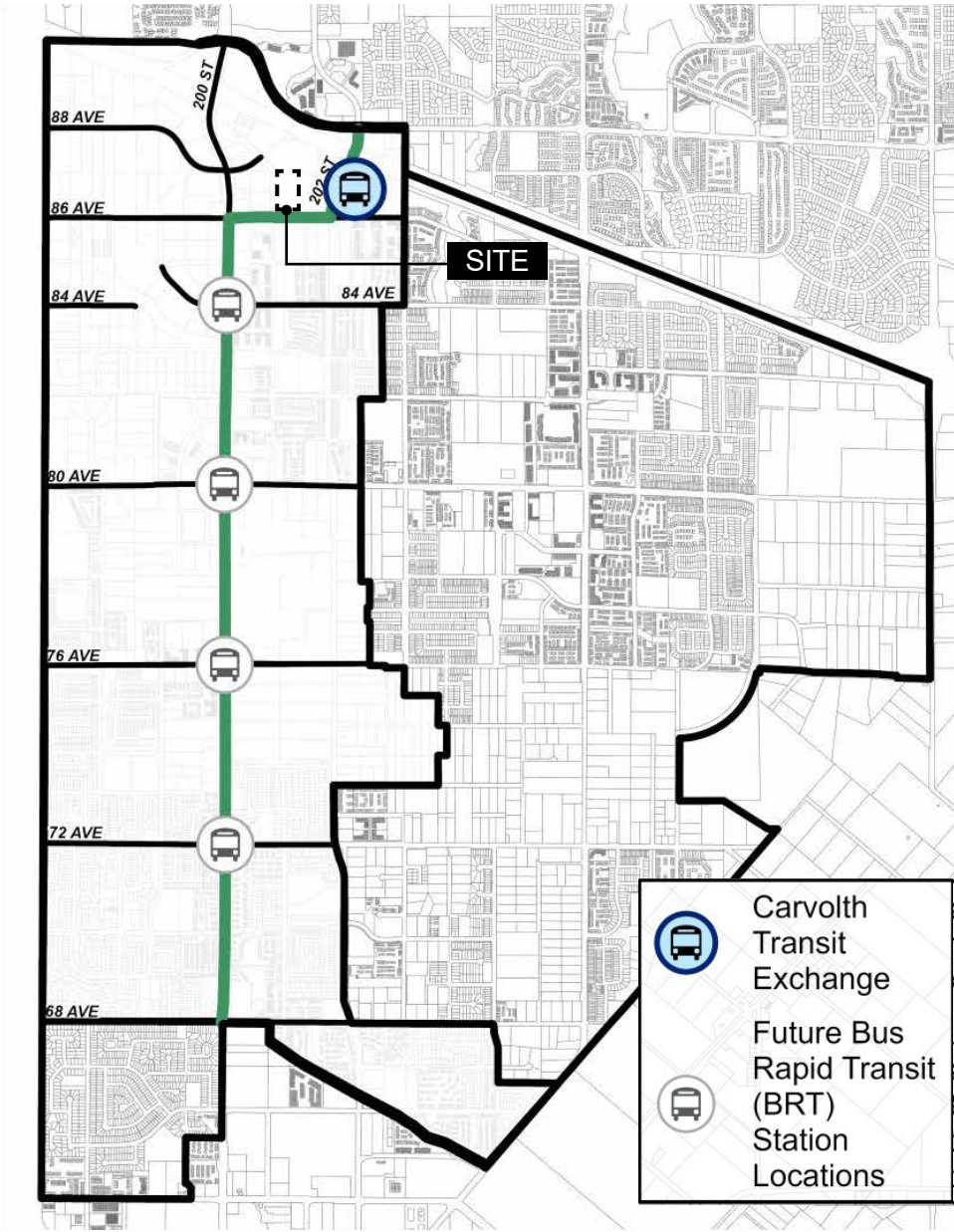


Figure 2.10 200 Street Corridor BRT Proposed Alignment

Township of Langley Official Community Plan

Existing Land Use Designation

The site is located within the Carvolth Frequent Transit Development Area (FTDA).

Within the FTDA, the site is designated for “Mixed Employment” uses. Mixed Employment generally allows for industrial uses, but more intensive forms of commercial development are encouraged where Mixed Employment areas are located within the Regional Centre and FTDA.

Proposed Land Use Designation

To accommodate the proposed development, an OCP Amendment is proposed to redesignate the site to “Urban”.

Areas designated as Urban are intended for residential neighbourhoods and centres, supported by related commercial, institutional, recreational and park uses. Higher density residential uses are permitted and encouraged in FTDA and in areas along 200 Street or within 400m (walking distance) of transit routes.

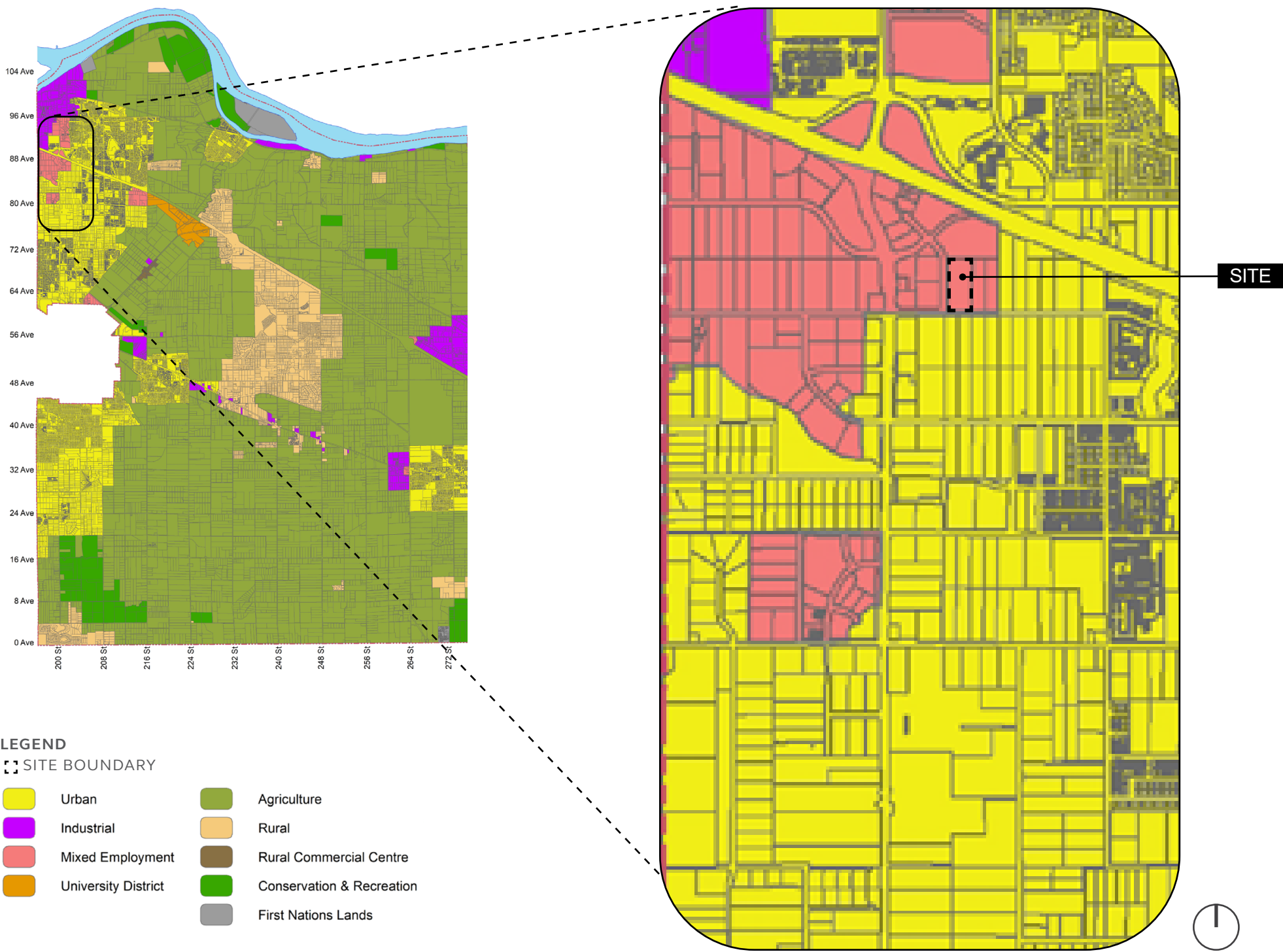


Figure 2.11 Township of Langley OCP

Township of Langley Official Community Plan

Response to Key Policies

Policy 2.3.6: Provide services in FTDAs to serve the local area, including:

- Commercial (retail and office)
- High- and medium-density housing and mixed-use forms of development
- Community amenities
- Parks, green space, and ecological services design and technology.

Project Response: The project provides a mix of retail and/or community health care and residential uses in a high-density development that includes ample green amenity spaces, a public plaza and provides dedications for public greenspace, including multi-use pathways along key streets.

Policy 2.3.8: Encourage higher-density residential and commercial development and high trip-generating uses in the Regional Centre, Town Centres, Community Centres and FTDA.

Project Response: The project provides a high-density development where it is most suited for the Township of Langley - within the Carvolth FTDA, and adjacent to the future 200 Street BRT line.

Policy 2.3.9: Encourage mixed-use development in all centres, including mixed-use building forms.

Project Response: The project provides a mixed-use development intended to help complete the Carvolth Neighbourhood Centre and anchor 86 Avenue as the area’s high street. The project proposes a dense residential development above ground floor retail uses along key frontages, including 86 Avenue. Small commercial spaces are proposed to provide a key retail amenity to the neighbourhood.

Policy 2.4.3 Consider mid-rise residential developments (7 to 12 storeys in height) and high-rise residential developments (over 12 storeys in height) in the Regional Centre, Town Centres, and Frequent Transit Development Areas. Also consider such developments in areas along 200 Street within the Willoughby community, within 250 m of key arterial intersection nodes and within 400 m (walking distance) of transit routes.

Project Response: The project proposes 12 storey buildings within a Frequent Transit Development Area that is within 400 m of a transit exchange and future BRT station.

Policy 2.5.2. Include a mix of housing types in each community to provide a wide variety of units to meet the needs of all members of the community.

Project Response: The project provides a mix of housing unit types and tenures, with a significant portion of units being family-sized (2 bedroom +). This project will help to diversify the housing supply within the Township of Langley generally, and Carvolth specifically, to provide better housing choice.

Policy 2.5.4: Balance employment and residential uses in each community to provide residents with the option to work close to home.

Project Response: The project seeks an OCP amendment to help better balance the land use distribution in Carvolth to accommodate more residents, particularly near transit. Carvolth currently is largely designated for employment uses, despite the shift to working from home and the proposed BRT line through the neighbourhood.

The redesignation of this important site near the future 200 Street BRT will allow residential density to go where it is most needed: near mass transit, and in close proximity to key employment areas to the west of 200 Street.

Policy 2.5.7: Design neighbourhoods to encourage walking for pleasure, meeting daily needs, and accessing transportation.

Project Response: The project will provide wide dedications along key roads to allow for better multi-modal transportation networks. Additionally, the inclusion of retail uses along 86 Avenue will help to expand the array of walkable retail options in this densifying neighbourhood.

Policy 3.1.9. Encourage a wide range of multi-family housing unit sizes throughout the community, including larger units suitable for families with children (three or more bedrooms) as well as smaller units. New development applications with ten or more residential units are required to provide family-friendly units with two, three or more bedrooms as follows:

- a) That a minimum of 15% of the total project units be at least two-bedroom, unless otherwise stated.
- b) That a minimum of 10% of total project units be at least three-bedroom, unless otherwise stated.

Project Response: The project will provide 50% of units as 2+ bedrooms, going beyond Township policy and ensuring a complete, family-oriented community.

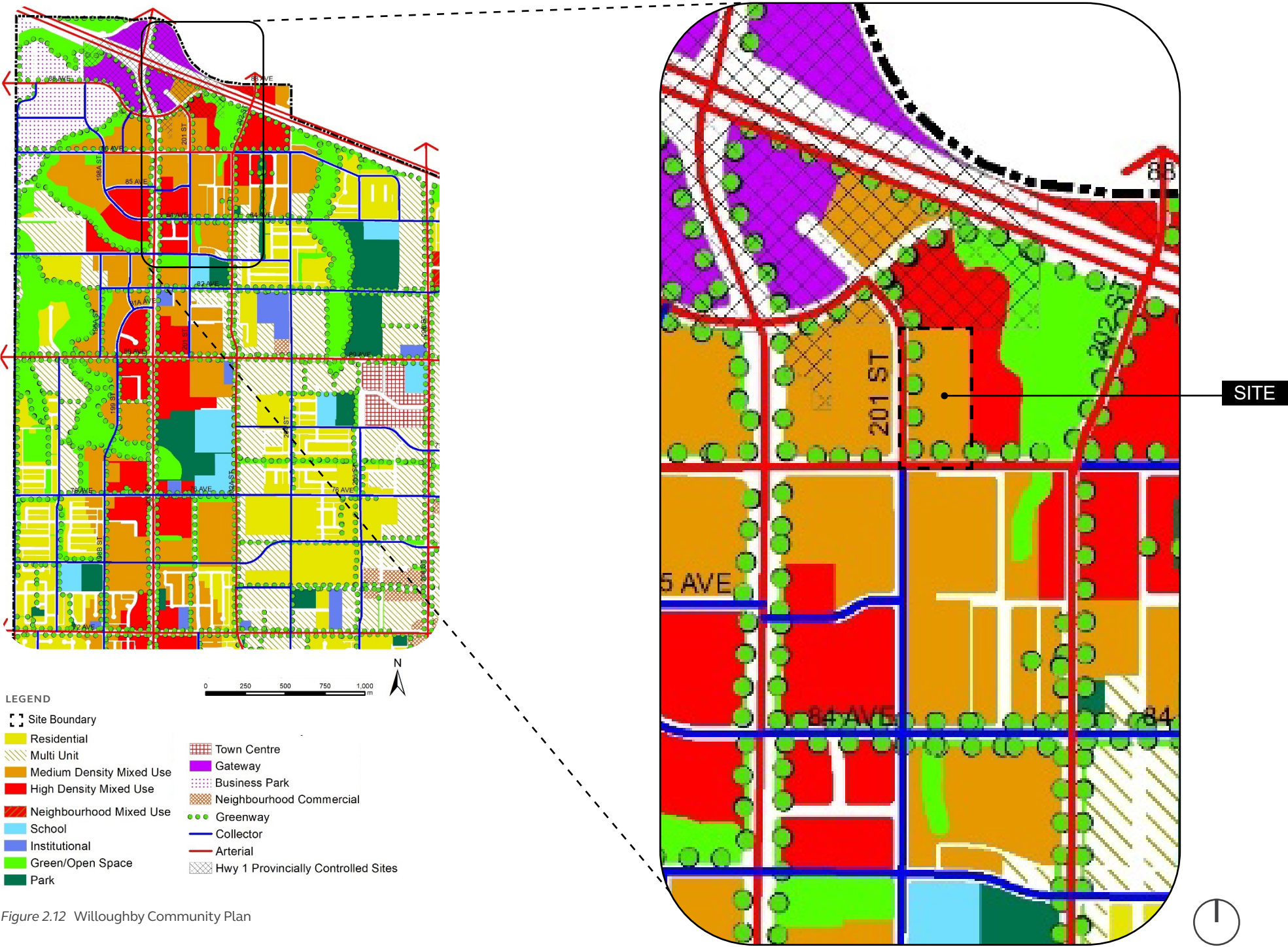
Township of Langley - Willoughby Community Plan

As a part of the OCP update in 2025, the Township of Langley is currently in the process of updating the Willoughby Community Plan (WCP). A key driver for updating the WCP is TransLink’s proposed bus rapid transit service along 200 Street, the opportunity to plan for future transit-oriented development (TOD), and Council directions for streamlining plan policies through the consolidation of several neighbourhood plans.

Existing Land Use Designation

Under the existing WCP the site is designated as ‘Medium Density Mixed Use’. This land use is intended to create a mix of residential, commercial, and other uses, including a mix of midrise buildings with a focus on walkability and access to transit stations.

- Allowable Uses: Residential, commercial, institutional, and community uses such as recreation, community, and cultural centres.
- Maximum Density: 3.0 FSR
- Density bonus provision may be provided in neighbourhood-level plans.
- Residential and community uses may be considered in Regional Employment designated areas, subject to amendments to the RGS.



Township of Langley - Willoughby Transit Corridor Plan

In addition to the WCP, the planning framework for Willoughby includes a new neighbourhood-level plan – the Willoughby Transit Corridor Plan (WTCP) – which consolidates five neighbourhood plans into one. This plan provides a cohesive vision and policy framework to guide future transit-oriented development along the 200 Street corridor and adjacent lands. This plan is also currently in the approvals process along with the updates to the WCP.

The corridor is envisaged as a multi-modal transit-oriented employment and mixed-use corridor, that stretches from Highway 1 to 68 Avenue. The defining driver for change in this corridor is the inclusion of 200 Street Bus Rapid Transit that will provide regional access and support the development of complete, compact communities along the corridor.

Existing Land Use Designation

Under the WTCP the site is designated as ‘Medium Density Employment’ which applied to areas 201-400 metres from future rapid transit stations along 200 Street, and also within the regional Mixed Employment lands designated in Metro Vancouver’s RGS.

Proposed Land Use Designation

As part of this application, this project is seeking a community plan amendment to redesignate the site to align with ‘High Density Mixed Use’ which will support the positive outcomes of this proposed development.

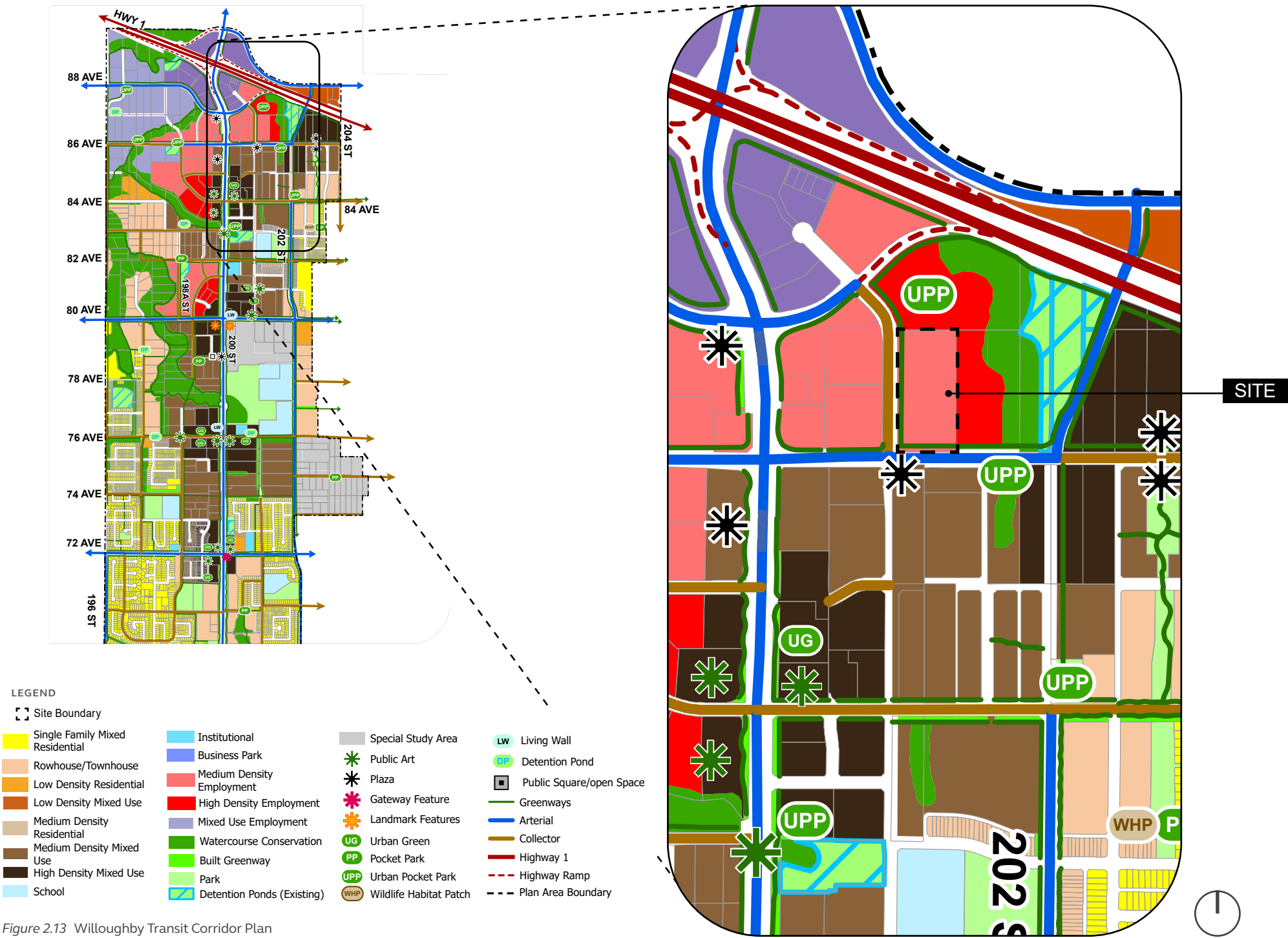


Figure 2.13 Willoughby Transit Corridor Plan

Proposed Land Use Designation

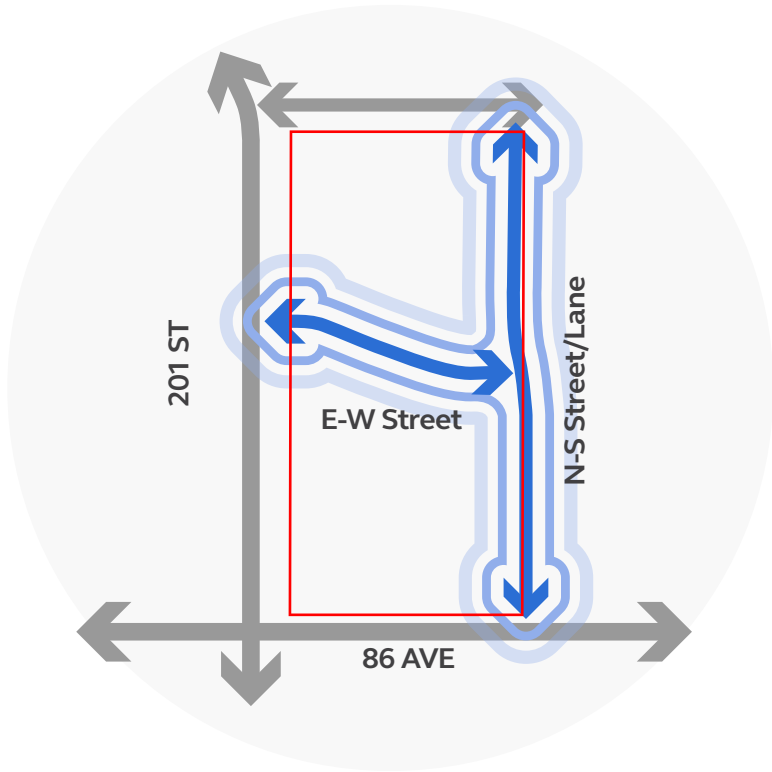
Criteria	Willoughby Community Plan	Willoughby Transit Corridor Plan	Proposed
Land Use Designation	Medium Density Mixed Use	Medium Density Employment	High Density Mixed-Use
Allowable Uses	Residential, commercial, institutional, and community uses	To be determined	Residential, Commercial
Height	N/A	8 storeys	12 storeys
Density (FSR)	3.0	3.0	2.87
Separation Distance	N/A	35m face-to-face, 25m corner-to-corner	Minimum 40m face-to-face, 25m corner-to-corner
Residential Space	N/A	N/A	Approx. 600 residential units
Commercial / Employment space	N/A	N/A	Approx. 1,050m ² (11,302ft ²) of small-scale retail at grade. Live-work ground floor units proposed



03 DESIGN RATIONALE

3.1 Design Directives

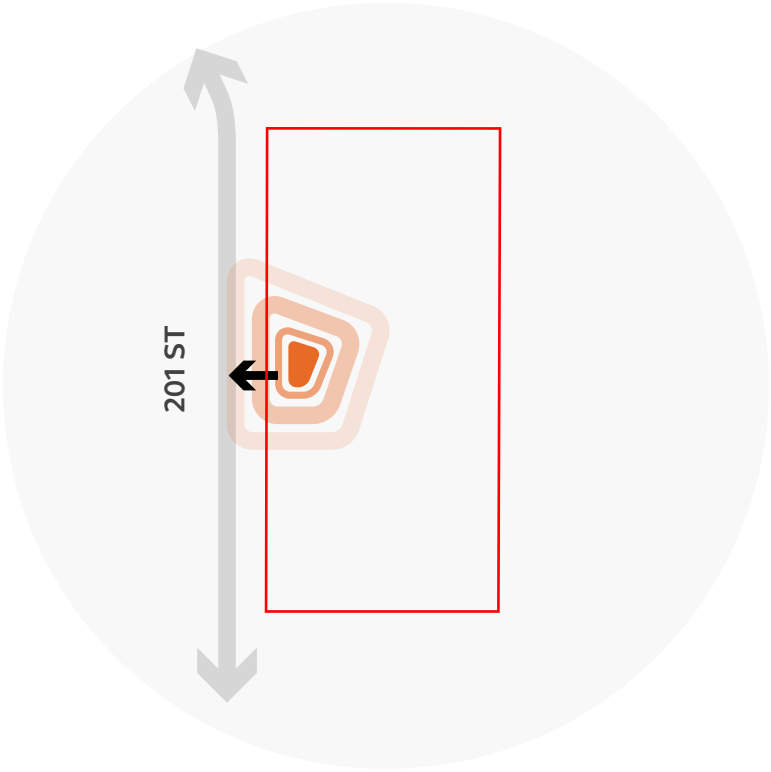
“A Place With a Community Heart”



01

Flexible Street Pattern

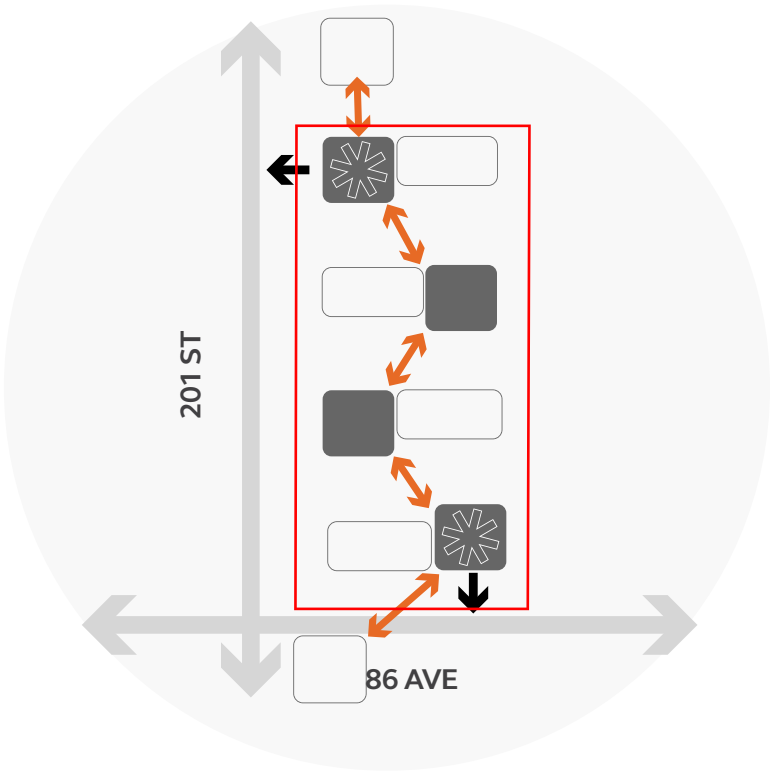
Create a permeable street network that accommodates walking, cycling and driving and prioritizes pedestrian comfort and safety.



02

Create a Central Heart for the Community

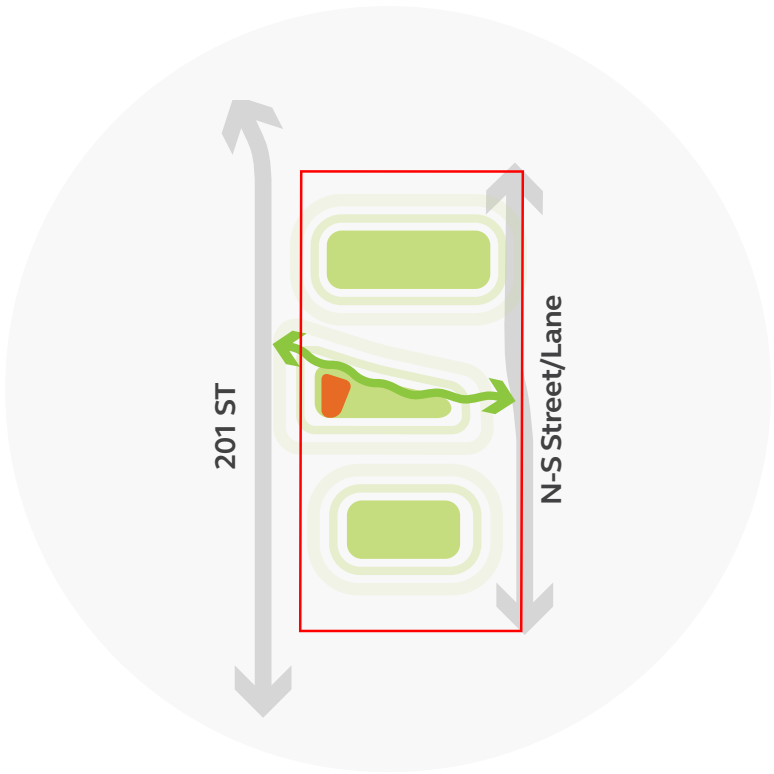
Create a community hub including art, patterning, and other expression of the three partner First Nations to function as a focal point for the community.



03

Adequate Tower Separation and Heights

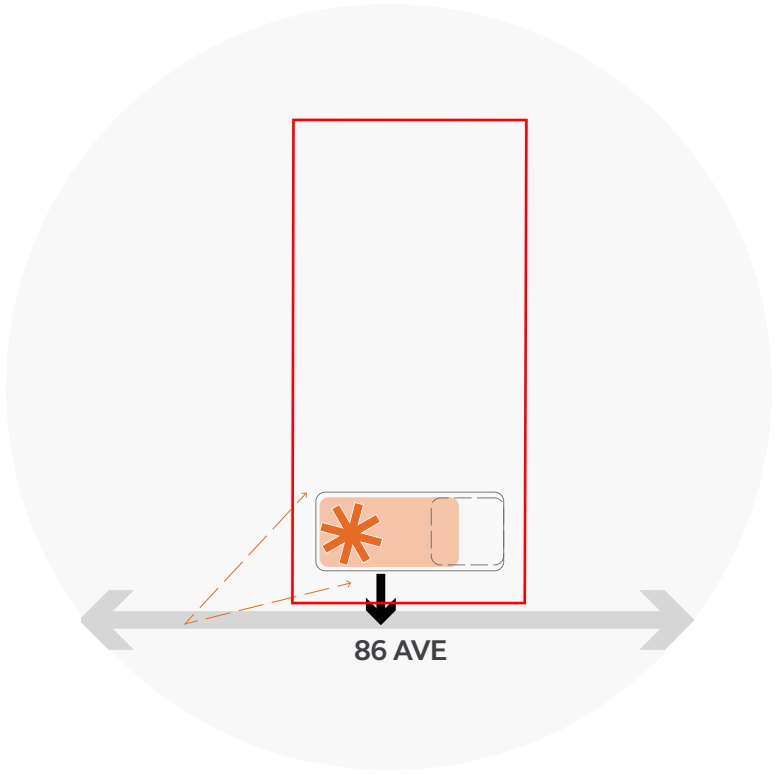
Create adequate density transition and tower separation distances across the site.



04

Varied Open Spaces

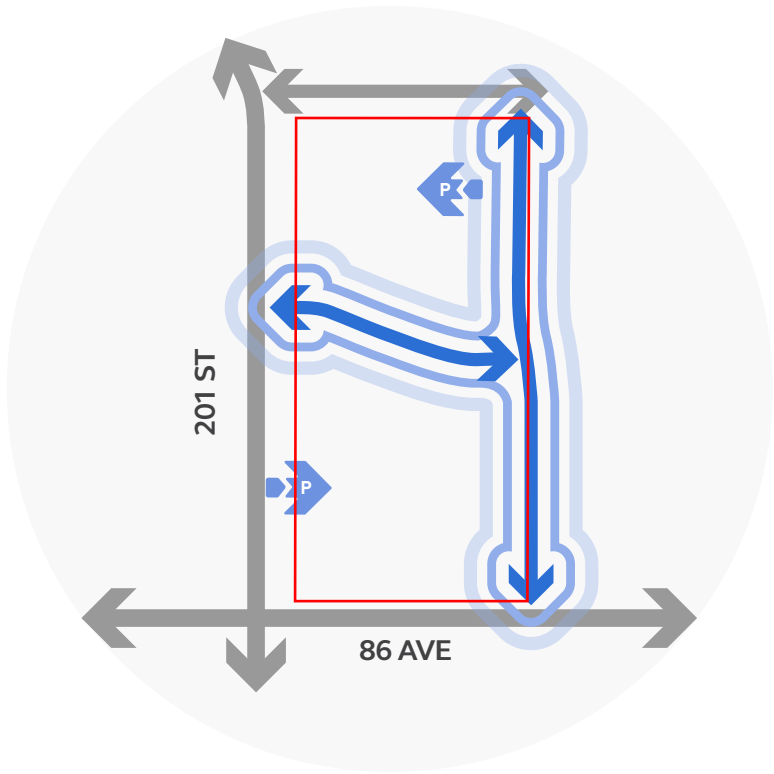
Create a variety of public and private open spaces, including a plaza corner that functions as a cultural point of focus and an outdoor spill out space for the community facility.



05

Distinctive Anchor Use at Street Corner

Ensure a distinctive street corner, including small commercial entrances, to attract potential customers at 86 Avenue.



06

Efficient Loading and Parking Access

Design efficient vehicle circulation and access to unobtrusive parking entrances and loading points.

3.2 Guiding Principles

Moving Forward

Urban Arts Architecture was contracted by Sacred Waters Developments to create a Vision Report for this development and subsequent Sacred Waters projects.

Out of a series of Visioning Workshops with partner Nations of Sacred Waters, a series of visions and values to guide this development collectively emerged. These were refined into four Guiding Principles. These were used to define the design of this project, and will continued to be used to guide future engagement work on this project and beyond.

In addition, this report includes a series of opportunities for the project, including sustainability possibilities, the need for a large gathering space, artwork and identity ideas, and possible design ideas to support family living. Some of these ideas are further discussed throughout this application.



01 A Balanced Approach

The document emphasizes the need for a balanced approach that improves the environment for generations to come, while also being economically viable and profitable.



02 Cultural Identity and Presence

The document highlights the importance of cultural identity and presence of the three First Nations on their territory, and how the project reflects their values, stories, and connections to the land, water, and sky.



03 Community and Amenities

The document describes the various amenities and facilities that the project will provide to create a community that is welcoming, inviting, comfortable, social, and multi-generational.



04 Housing and Economic Opportunities

The document outlines the housing and economic opportunities that the project will offer to the members of the three First Nations, as well as other First Nations and urban Indigenous people, such as affordable ownership, generational wealth, market entry, capacity building, and economic reconciliation.

3.3 Overall Approach

The overall rationale for the proposed density and the residential use of this site is rooted in accomplishing three primary goals for the Township of Langley while achieving economic success for the KKS Nations to reinvest back into their communities. As noted in *01 Vision*, Sacred Waters Development is not just developing land; we’re bringing to life our mandate to pursue economic and social growth opportunities, create and expand capacity through skill development and the enhancement of resources, and form partnerships that align with our Nations’ goals of self-determination.

Meeting Housing Needs

Recent growth trends in the Township of Langley show an increase of 7,000–8,000 residents annually, with over 25,000 new residents expected in the next five years, necessitating about 12,000 new housing units. The Township’s Official Community Plan focuses this housing growth along the 200 Street corridor to prevent suburban sprawl and protect farmland. Both Provincial and Municipal goals for housing are to concentrate housing supply in key urban centers along 200 Street corridor.

This site is ideally located within the 200 Street Corridor to provide high-density housing. The current neighbourhood is already changing, with multiple additional applications in the development pipeline to indicate a high-density node to the east of 200 Street and 86 Avenue. This project fills in a gap to contribute to a complete neighbourhood around the new BRT station.

This project contributes approximately 600 units of housing towards the Township of Langley’s housing needs, approximately 50% of which are intended to be 2- and 3- bedroom units.

Transportation Connections

TransLink has announced that the 200 Street corridor will be one of Metro Vancouver’s first Bus Rapid Transit (BRT) lines, with a future BRT station planned within walking distance of the site on 200 Street. To maximize the benefits of this new transit infrastructure and reduce reliance on private vehicles, it is important to locate new, high-density housing nearby. Before BRT construction, TransLink is expected to require the Township of Langley to enter into a Supportive Policies Agreement (SPA), which will set required densities and land uses along the BRT line to ensure sufficient transit-supportive residential density.

The site holds a prime location within the Township of Langley for access to public transportation services, falling within walking distance of the future BRT station at Carvolth Exchange.

This proposal increases connectivity to the Carvolth Exchange by increasing the permeability of the existing site as well as improving the pedestrian right of ways at the exterior of the site and through the centre.

Community Uses and Connections

This site would blend well with existing and future residential and commercial uses in the area by providing similar land uses but with a unique cultural expression.

At the heart of this site are the KKS nations behind the development. The Project design presents opportunities to respectfully integrate and celebrate the KKS nations stories and values. The dedicated community facility exemplifies this, which will function as a gathering space for the KKS nations within the Township of Langley - something not currently seen within the urban areas of the Township. Creating a social heart to the area, the community facility has opportunities through its design to reflect a unique identity.

The opportunity for cultural expression extends into the public realm, creating a unique sense of connection to the KKS nations across the site. Outside of the community facility is a plaza corner, which could be used as a spill-out area for gatherings. This corner would be the primary cultural point of focus, with artwork and patterning developed with the KKS nations to build a sense of connection to the traditional land owners.

In addition to the plaza corner, community use programming has been thoughtfully integrated into the landscape concept for the Project. A series of private and semi-private open spaces tie the buildings together providing spaces for outdoor amenities and allowing pedestrian connections through the site. Potential amenities imagined for these spaces include playgrounds, outdoor fitness facilities, and community gardens, with the landscape intent being developed over the next phases of the project to further highlight KKS Nation goals for the outdoor space.

Internal Development Context

Our internal development context has prioritized maximizing the face-to-face conditions on site to provide maximum views and ensure the most privacy and liveability for residents.

Internally, face-to-face distances between the towers achieved on site are 72.0m and 74.4m, with the towers placed in a staggered pattern to minimize face-to-face conditions. This placement also maximizes the daylight possibility, ensuring in the summer either morning or afternoon sun on the open space and amenities.

To achieve this, corner-to-corner distances between the towers are between 25.2m and 27.4m. We believe that this is a viable corner-to-corner setback as it allows greater maximization of the face-to-face condition: privacy is still ensured, spacing feels open between towers rather than a dense urban condition, and reduced corner-to-corner conditions less than 30m are allowed in most Lower Mainland municipalities.

Internal Development Context



Figure 3.14 Internal Development Context

Surrounding Development Context

The proposed development on this site does not hinder neighbouring developments from seeking similar rezoning amendments using the same approach to the tall buildings taken by this development. If applying the same rationale as indicated in the above internal development context, there are the following implications per property:

Southern Properties

The substantial ROW dedication on 86 Avenue means there are no concerns about the developability of the current vacant property. The current application has over 90m face-to-face and 48m corner-to-corner from the proposed development. Should the new wood-frame development already constructed across 86 Avenue want to densify in the future, there should also be no setback concerns.

Western Property

There are currently no development applications in progress for the site to the west of the property. However, similar to the southern properties, given the substantial ROW dedication and improvements to 201 Street, there is no concern with the developability of this property.

Eastern Property

The property to the east of this site is already limited by an environmental setback in the NE of their property, leaving limited development possibility in the currently undeveloped north end of their site. However, if the same rationale is used as this project - maximizing face-to-face distance between towers with a smaller corner-to-corner distance to allow for a high-quality residential experience - a tower is viable on this property with a 25m corner-to-corner minimum.

Access to this site will need to be further worked out between the two developments should an application proceed.

Northern Property

There is currently a development application for the property to the north of the development. Currently, we have one condition that is a 30m face-to-face condition against this proposed development. There is no opportunity to move this tower in order to ensure the development possibility for the eastern property.

Surrounding Development Context

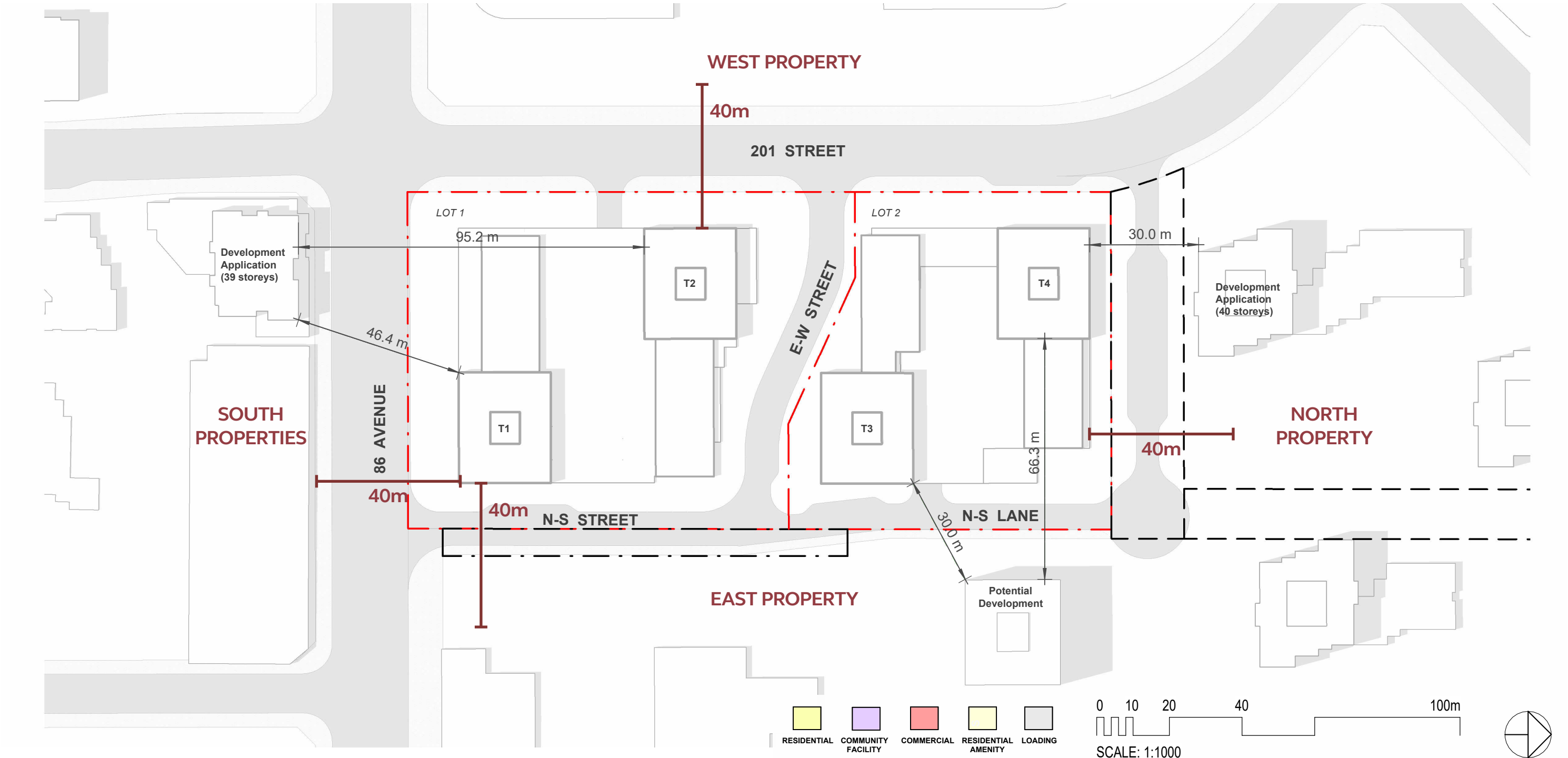


Figure 3.15 Surrounding Development Context



04 DEVELOPMENT CONCEPT

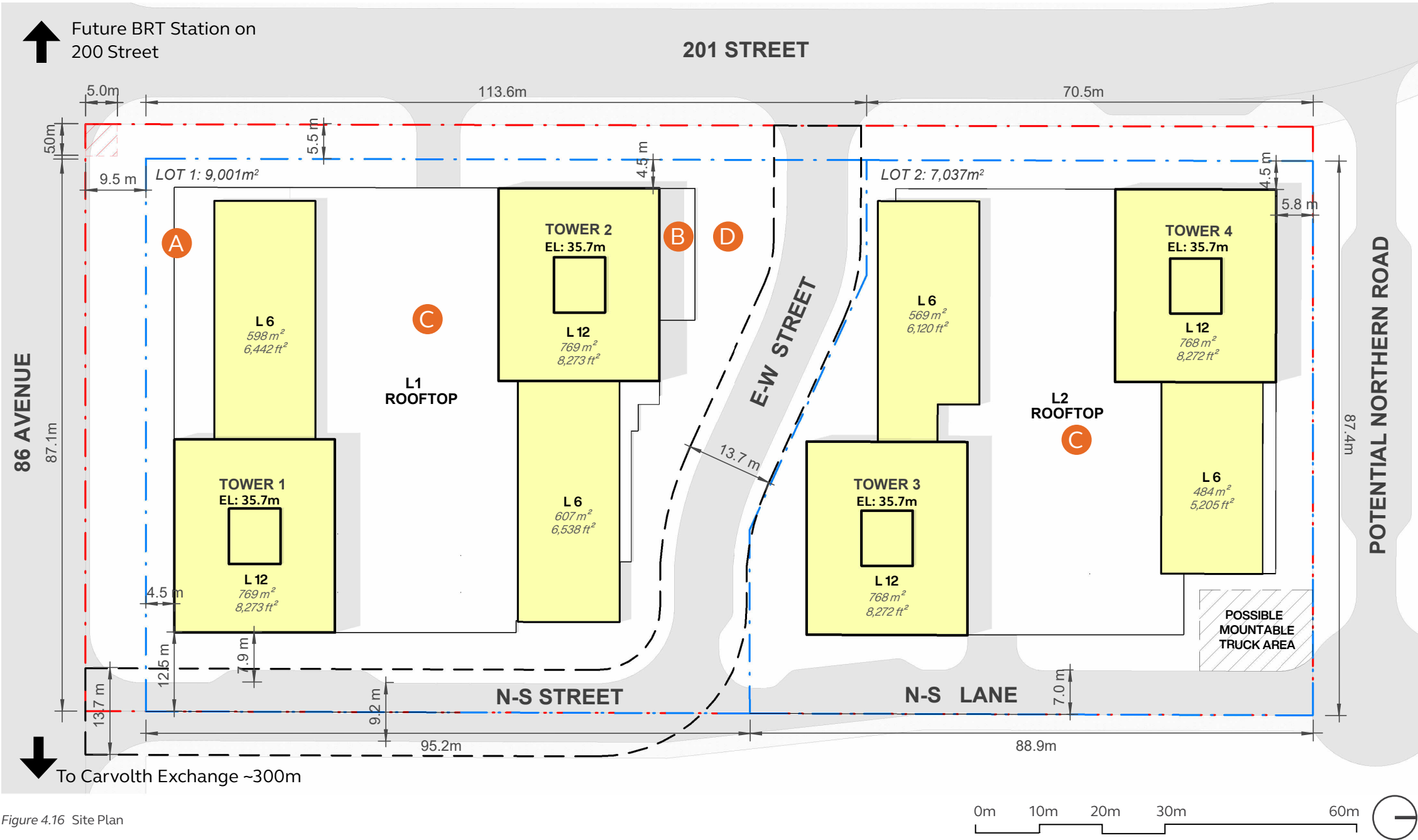
4.1 Site Plan

The proposed site plan provides new internal connections to 86 Avenue and 201 Street. The site plan accommodates generous sidewalk widths and permeability through the site, with the intent to encourage walkability and connections to the future nearby BRT stations at Carvolth Exchange and along 200 Street.

A community facility, focused on providing a gathering space for the KKS nations, is located at the heart of the site. This space will tie into the traffic calmed E-W Street with a pedestrian oriented plaza corner providing a public outdoor space. These two spaces will be the greatest opportunities for KKS Nation artwork, patterning, and other signifiers of the unique cultural importance of this project.

Small commercial spaces at the intersection of 86 Avenue and 201 Street provides a ground floor anchor use as well as “eyes on the street” for people walking to public transit stops.

Additionally, by placing the residential towers in a corner-to-corner configuration, the project maximized face-to-face separation, providing sufficient space for lighting and ventilation, and offering key vistas to the mountains.



4.2 Character Sketches



Figure 4.17 Artist sketch of site from western aerial

Note: Artist rendering uses other Salish artworks only as reference. A culturally specific set of artwork will be developed with the KKS Nations for this site.



Figure 4.18 Artist sketch of E-W Street from west

Note: Artist rendering uses other Salish artworks only as reference. A culturally specific set of artwork will be developed with the KKS Nations for this site.

4.3 Land Use

Land Use Area

The project will provide a mix of residential and commercial uses, as well as a community facility intended to serve as a gathering space for the KKS Nations. A commercial ground floor will activate the frontage with 86 Avenue and the corner of 201 Street will activate major streets at 201 Street and 86 Avenue.

USE	FSR AREA (sq m)	FSR AREA (sq ft)	UNITS	PARKING SPACES
Commercial	1,048	11,290		*30
Community Facility	414	4,461		-
Residential	44,661	480,731	601	522
Totals	46,123	496,482	601	552

Note: *Commercial and residential visitor parking shares parking spaces.

FSR	SITE AREA (sq m)	SITE AREA (sq ft)	FSR AREA (sq m)	FSR AREA (sq ft)
2.87	16,070	172,977	46,123	496,482
SITE COVERAGE	60.2%			

Note: All areas, unit counts, and parking sapces are provided as an approximation and will be further developed throughout the DP phases of the project.

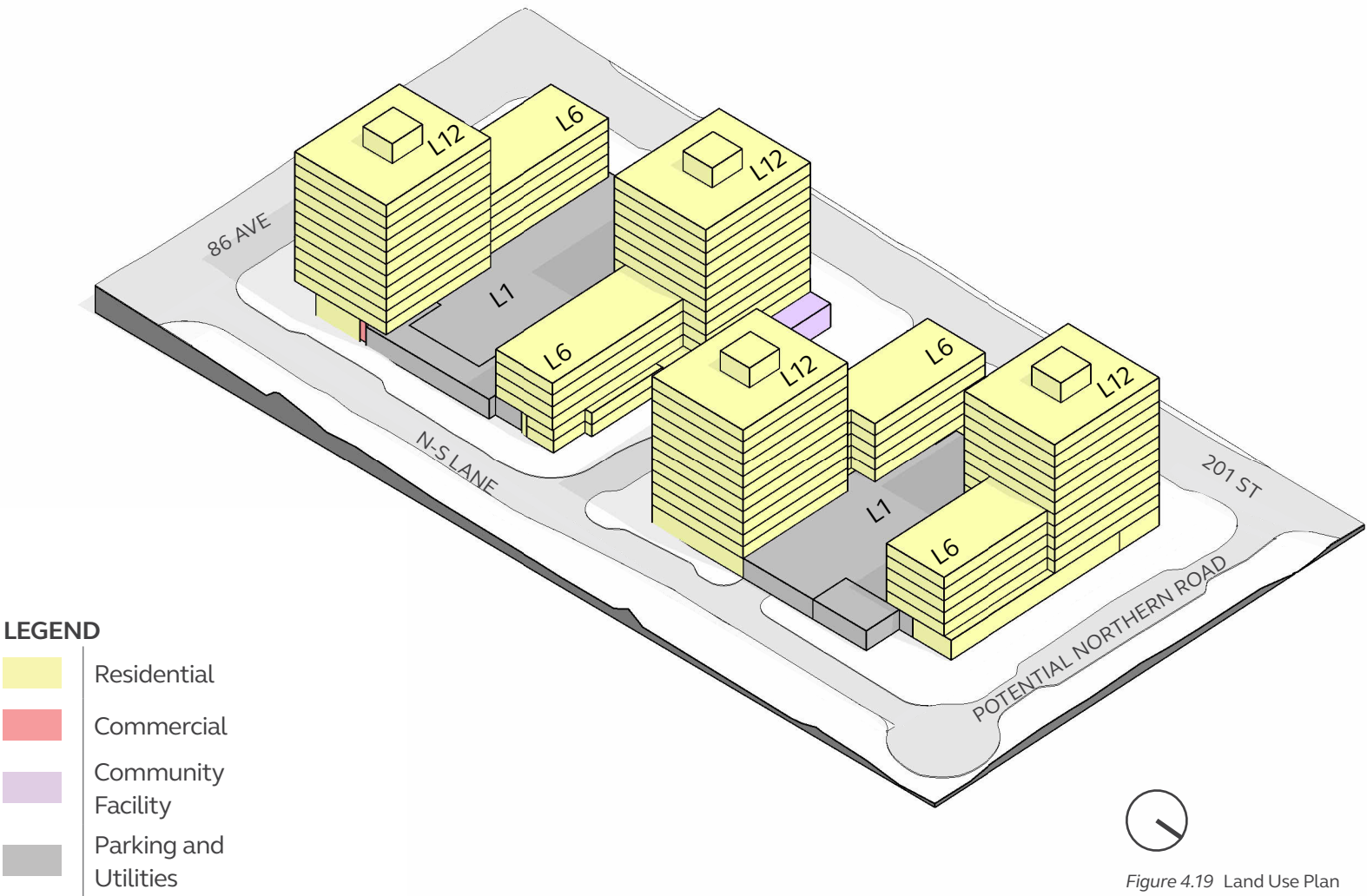


Figure 4.19 Land Use Plan

Ground Level Plan

Approximately 1,048m2 of commercial space is proposed at grade that will activate the frontage with 86 Avenue and the corner of 201 Street. Loading for this commercial space is located off the N-S Street/Lane.

Along the E-W Street, to help create an urban frontage and to provide the heart of the community, is the community facility. This gathering space for the KSS Nations fronts both 201 Street for visibility and the plaza corner along the E/W Lane which functions as a spill out space and the cultural focus point with artwork and patterning expressing the identity of the KKS Nations.

Ground-oriented units with individual front doors, provide the opportunity for live-work units, and are proposed to face 201 Street and the potential northern road, activating the street edge of Lot 2.

The N-S Street and N-S Lane (respective to their widths) serve a functional purpose for providing servicing to the site and access to residential and commercial parking.

LEGEND

- Existing Property Line
- Future Property Line
- Residential
- Commercial
- Community Facility
- Parking and Utilities
- Pedestrian Access
- Plaza Corner

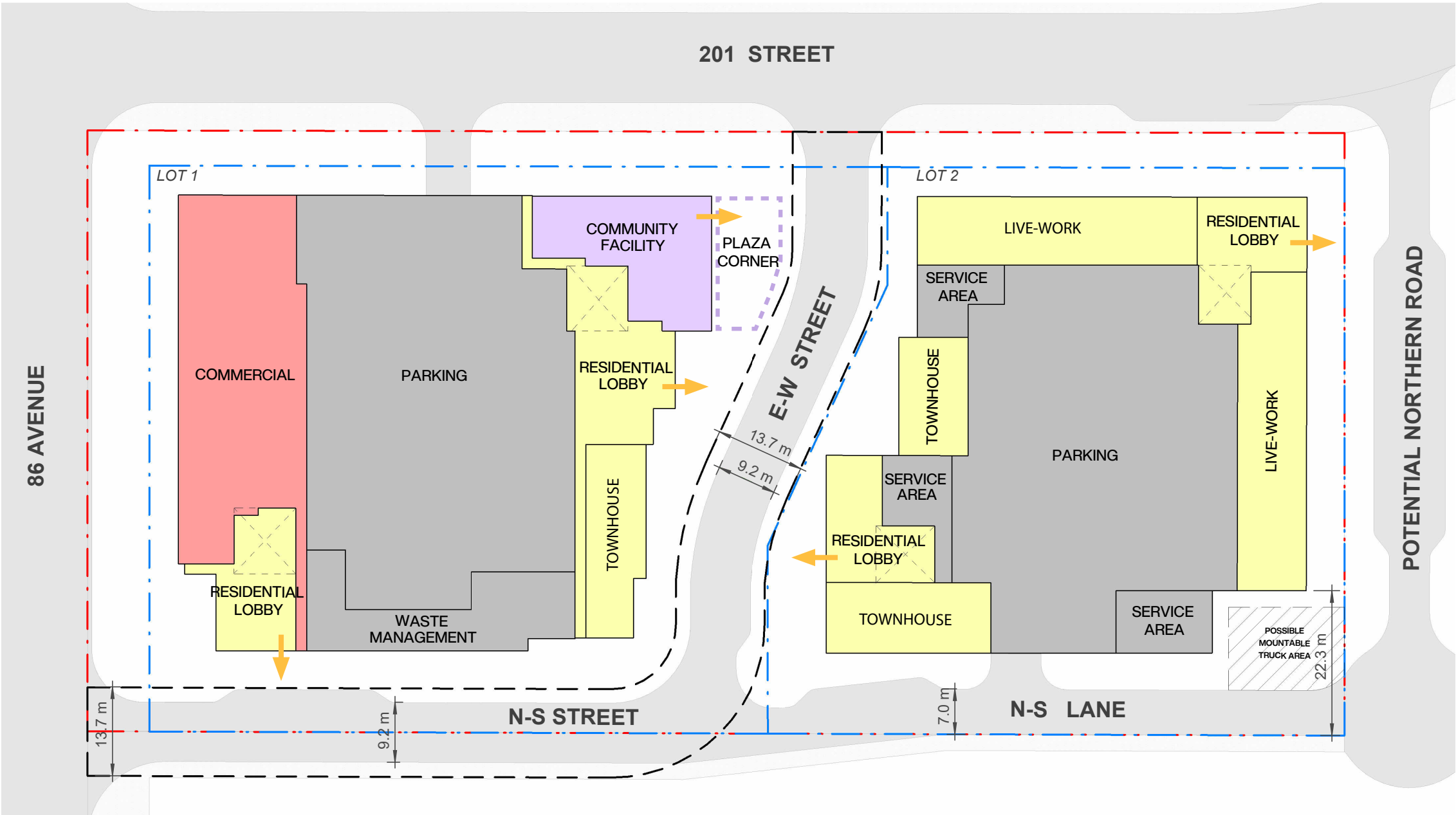


Figure 4.20 Ground Floor Plan

4.4 Community Facility

The community facility is both the key gathering space for the First Nations, as well as their offering to the surrounding community in the Township of Langley. Culturally significant design elements will set this cultural centre apart within Langley, and create an experience that fosters learning, storytelling, sharing, and community.

This all-ages facility is designed to continue the tradition of knowledge being passed from generation to generation. The space itself has the opportunity to tell the story of the Katzie, Kwantlen, and Semiahmoo (KKS) Nations on whose land this centre is built.

The Community Facility is approximately 415m2 | 4,467SF, with the specific programming of the facility to be determined through the site-specific rezoning process.

Potential Active Uses:

- Bookable for private or public events.
- Film screening and presentation/storytelling area.
- Bookable classroom-style rooms for teaching and learning.
- Venue equipped with behind-the-scenes event amenities.

Potential Passive Uses:

- Opportunities to engage with KKS Nations artists for pop-up galleries or rotating installations.
- Flexible multi-use space could be open for general use as meeting or work spaces when events are not occurring.



Figure 4.21 Fireside lounge in the Native Education College, Vancouver



Figure 4.22 Longhouse interior with film screen at the Hibulb cultural centre of the Tulalip Tribe, Washington



Figure 4.23 Meeting space in the aboriginal friendship centre, Vancouver



Figure 4.24 Flexible meeting room in the Kwanlin Dün First Nation Culture Centre, Whitehorse

4.5 Phasing Strategy

Subdivision Plan

PARCEL	PARCEL AREA (sq m)
Phase 1	9,010
Phase 2	7,060
Total	16,070

Parcel area is estimated after road dedications, per Township of Langley policy.

Numbering on towers denotes likely order of development within each phase.

Note: All areas are provided as an approximation and will be further developed throughout the DP phases of the project.

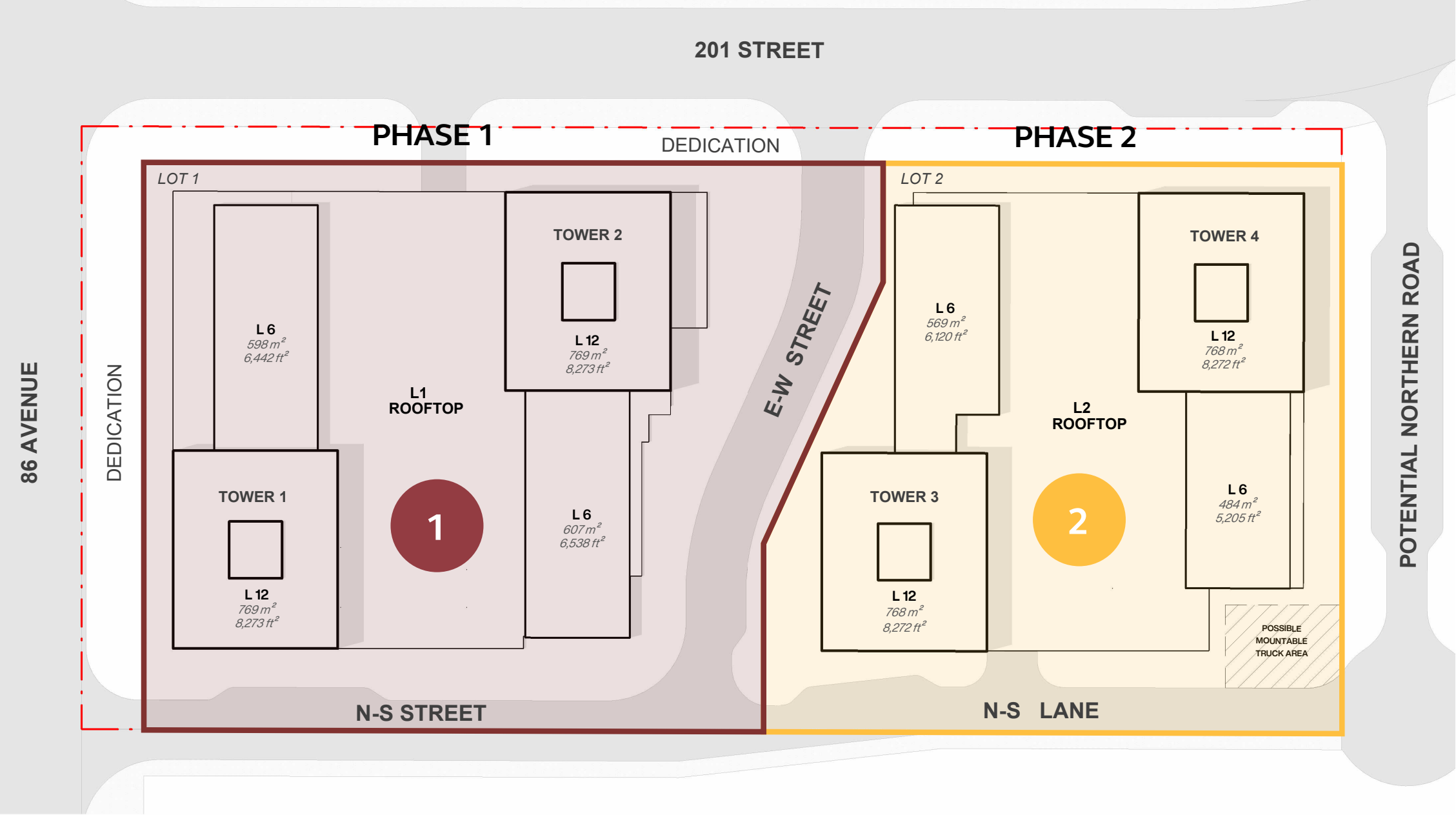


Figure 4.25 Phasing Diagram

- LEGEND
- EXISTING PROPERTY LINE
 - FUTURE PROPERTY LINE
 - PHASING BOUNDARY
 - PHASE NUMBERING

Phase 1 - Lot 1

The proposed land use areas, number of parking stalls provided, and unit mix and number for this parcel are as follows:

USE	FSR AREA (sq m)	FSR AREA (sq ft)
Residential	21,815	234,813
Community Faciltiy	414	4,461
Commercial	1,048	11,290

Total **23,278** **250,564**

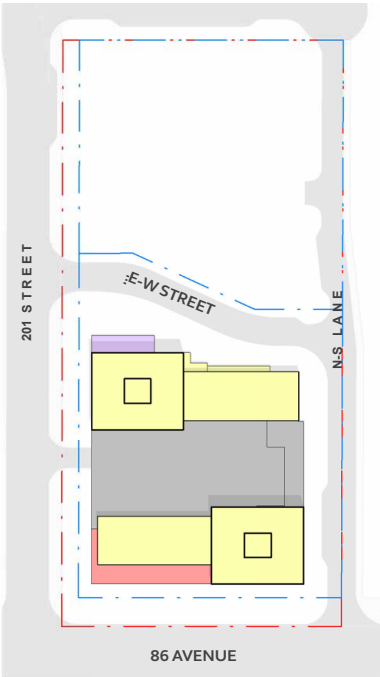
The tenure of units is proposed to be either leasehold strata or rental, with both options possible under a proposed Comprehensive Development zone.

UNIT TYPE	APPROXIMATE TOTAL UNITS	APPROXIMATE % OF UNITS
Studio	16	8%
1-Bedroom	132	42%
2-Bedroom	115	40%
3-Bedroom	33	10%

Total **296**

- Unit estimation assumes an 85% efficiency on the total FSR Area.
- 20% of total units are assumed to be adaptable in line with the British Columbia Building Code (BCBC). Unit details will be further developed to be meet future BCBC updates.

LOT COVERAGE	57.8%
LOT FSR	2.59



LEGEND

Residential

Commercial

Community Facility

Parking and Utilities

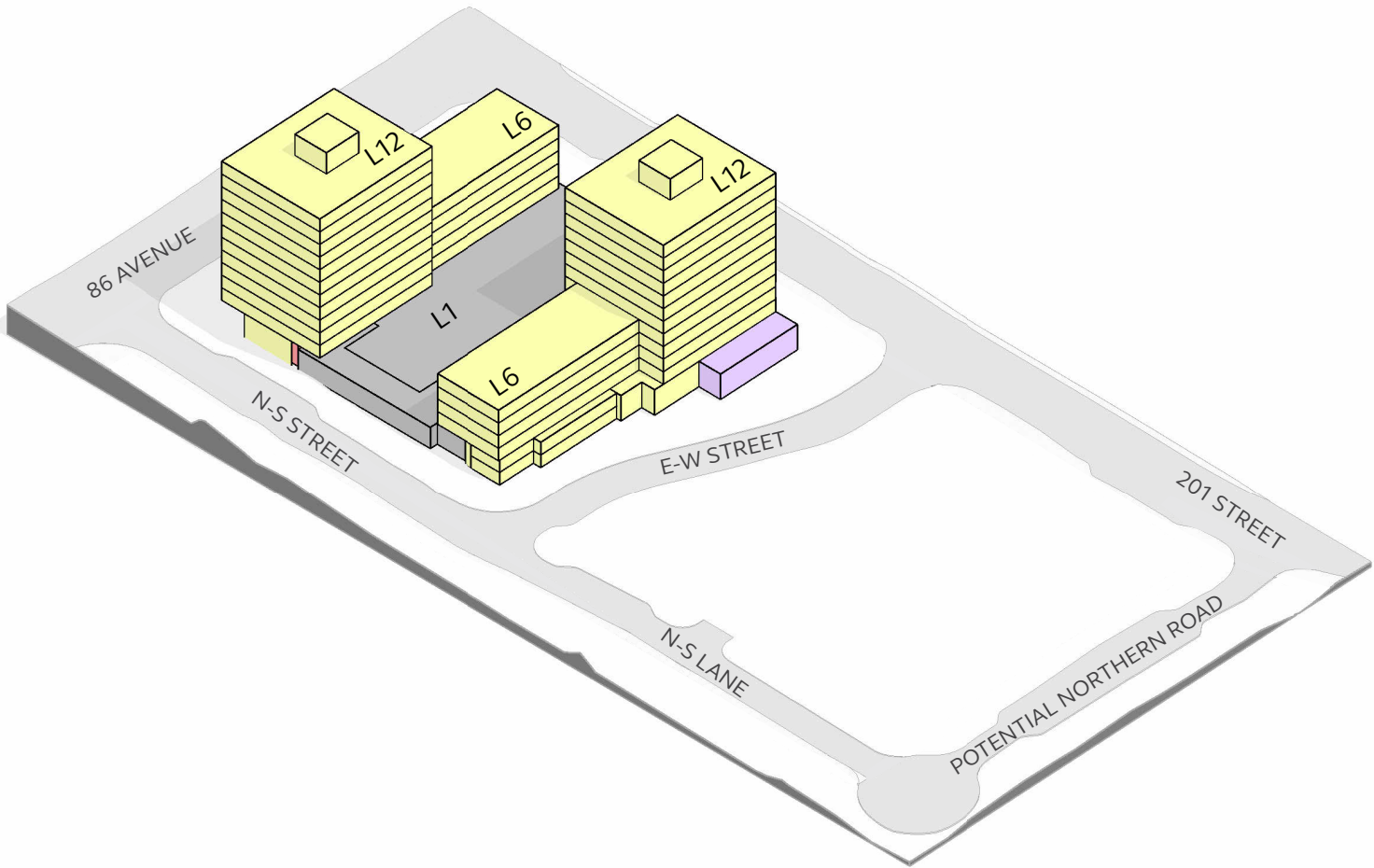


Figure 4.26 Axonometric Land Use Diagram

Phase 2 - Lot 2

The proposed land use areas, number of parking stalls provided, and unit mix and number for this parcel are as follows:

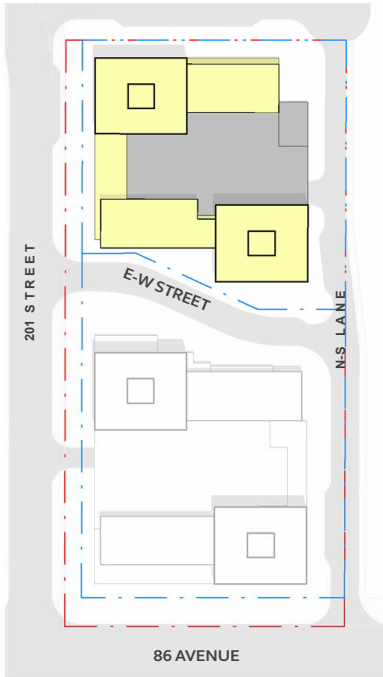
USE	FSR AREA (sq m)	FSR AREA (sq ft)
Residential	22,847	245,918
Total	22,847	245,918

The tenure of units is proposed to be either leasehold strata or rental, with both options possible under a proposed Comprehensive Development zone.

UNIT TYPE	APPROXIMATE TOTAL UNITS	APPROXIMATE % OF UNITS
Studio	24	8%
1-Bedroom	128	42%
2-Bedroom	108	40%
3-Bedroom	45	10%
Total	305	

- Unit estimation assumes an 85% efficiency on the total FSR Area.
- 20% of total units are assumed to be adaptable in line with the British Columbia Building Code (BCBC). Unit details will be further developed to be meet future BCBC updates.

LOT COVERAGE	63.2%
LOT FSR	3.24



LEGEND

	Residential
	Commercial
	Community Facility
	Parking and Utilities

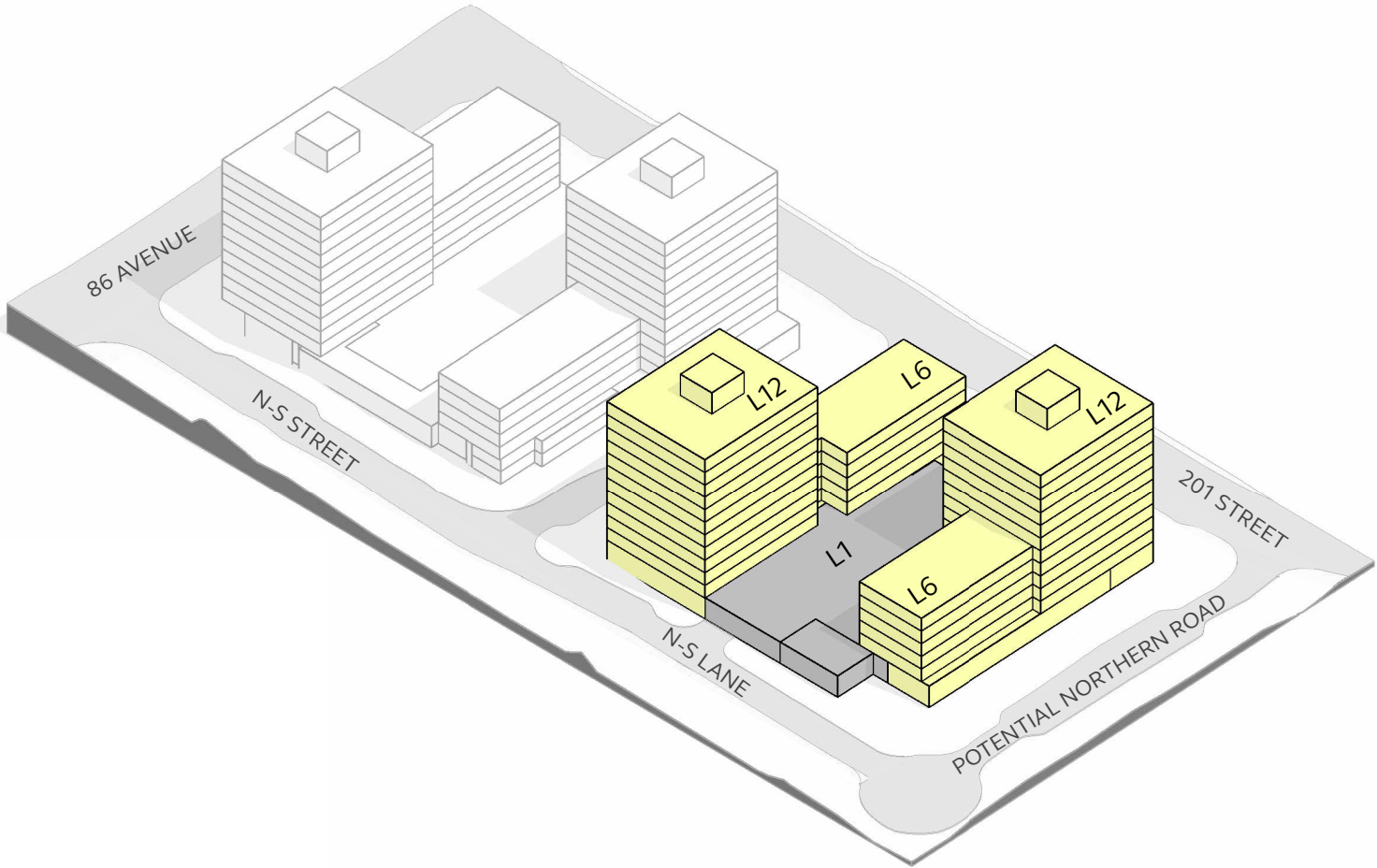


Figure 4.27 Axonometric Land Use Diagram

4.6 Circulation

Vehicular Circulation

The vehicle circulation will create a connected and complete block filling in the urban street grid. This is intended to provide ease of access into and out of the proposed neighbourhood, while maintaining pedestrian-friendly mid-block connections by discouraging cut through traffic using traffic calming measures.

Some lay-by parking for pick-up and drop-off is included at the centre of the E-W Street. The E-W Street also assumes a left turn median is to be included at 201 Street.

Through their submitted rezoning application, the adjacent property has proposed a street connection along the northern boundary from 201 Street, as the only viable access to their site from the west. As such, this is shown within the entirety of this property. The circulation strategy assumes a tie-in to this through the N-S Lane which will complete the street network. A possible turn around point has been indicated across the site boundaries and will require future coordination between the two sites.

The N-S Street/lane will provide the primary servicing access and underground parking access within phase 2.

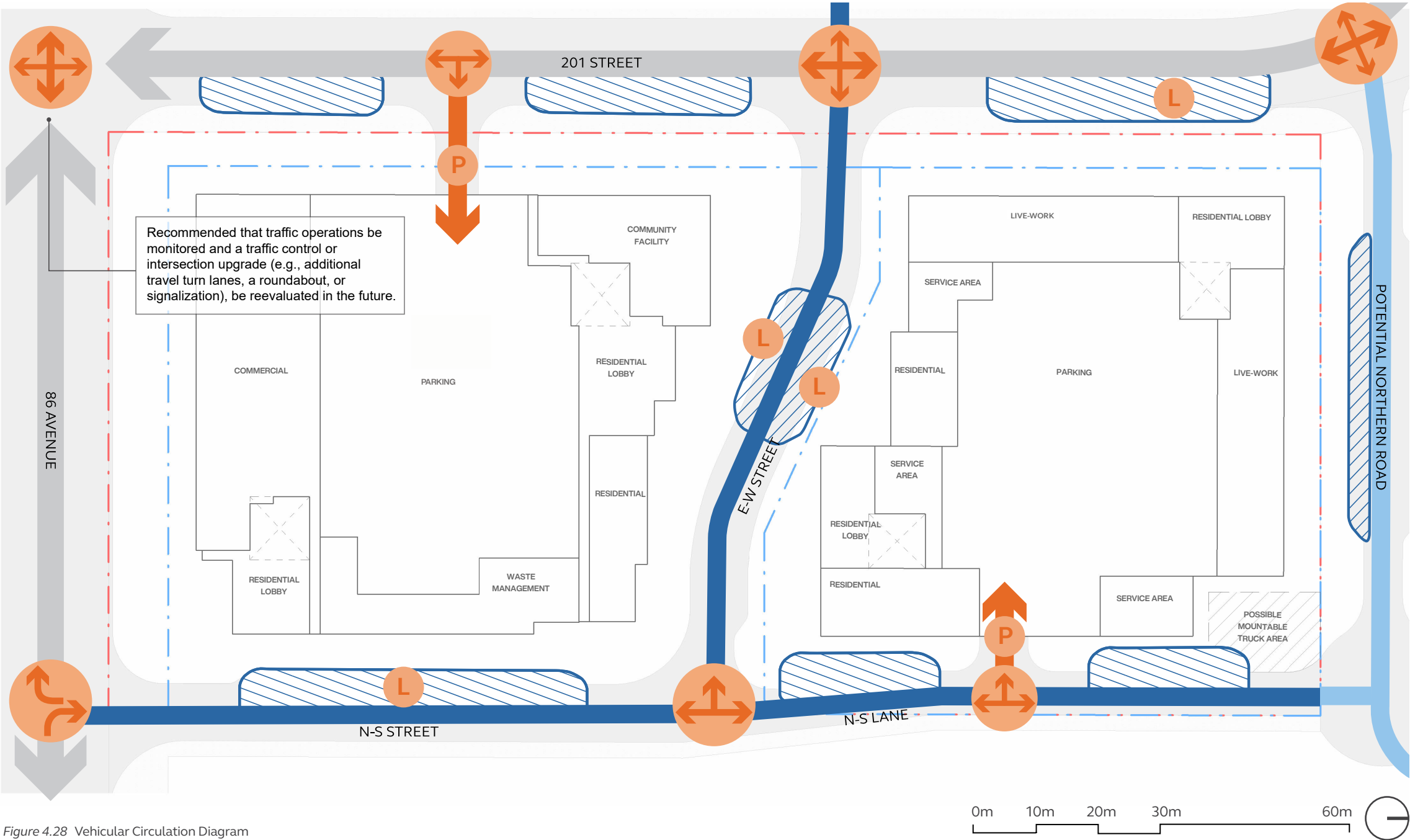


Figure 4.28 Vehicular Circulation Diagram

Vehicle Context

Adding the E-W Street and N-S Street/Lane, along with the possible future road dedication to the north of the site, to the existing vehicle context helps to complete the street grid and improve connectivity in this area.

- LEGEND
- SITE BOUNDARY
 - ARTERIAL/COLLECTOR ROAD
 - LOCAL STREET
 - BUS ROUTE
 - FUTURE BRT ROUTE
 - CARVOLTH EXCHANGE - FUTURE BRT STOP
 - FUTURE BRT STATION

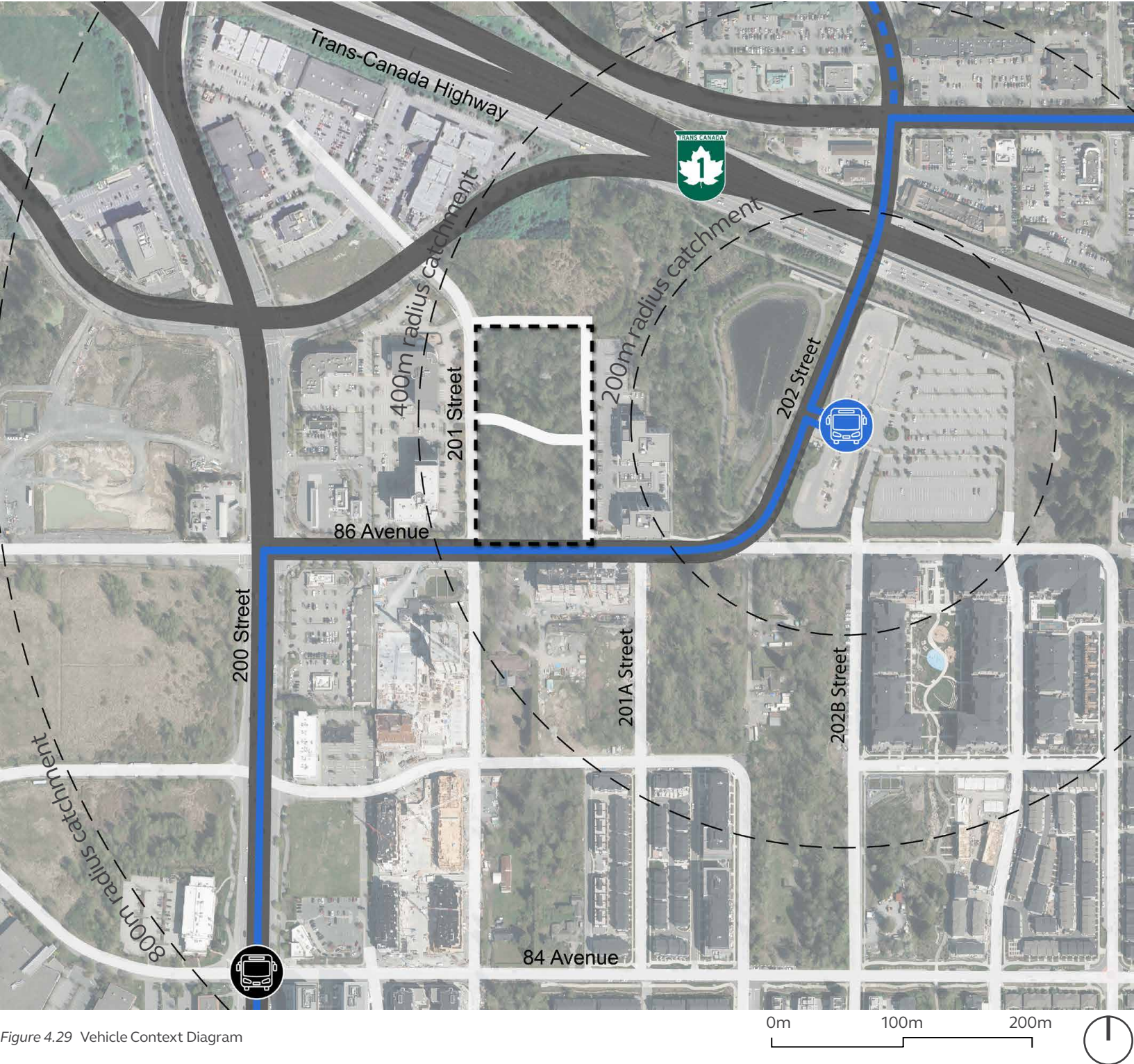


Figure 4.29 Vehicle Context Diagram

Parking Strategy

A single level of parking is being proposed for this project, which leads to an approximately 1.01 parking ratio in Phase 1 and 0.83 in Phase 2. An updated TIA with TDM measures for reduced parking will be provided, given the ~300m distance to the Carvolth Exchange BRT stop and a nearby future BRT station along 200 Street.

Phase	Phase 1	Phase 2
Units	296	305
Parking - Residential	270	252
Parking - Commercial/ Visitor	30	-
Total Parking Stalls	300	252
Parking Ratio per Phase	1.01	0.83

TDM strategy

Transportation Demand Management (TDM) strategies can help reduce vehicle travel demand and support alternative and sustainable modes of travel. TDM strategies include:

- Marketing and promotional materials for walking, cycling, and transit use.
- Additional cycling amenities such as repair stations, tire pumps, and additional lighting.
- Improved pedestrian infrastructure.
- Ridesharing and carpooling priority parking and potentially financial incentives.
- Subsidized transit passes and car-share memberships.

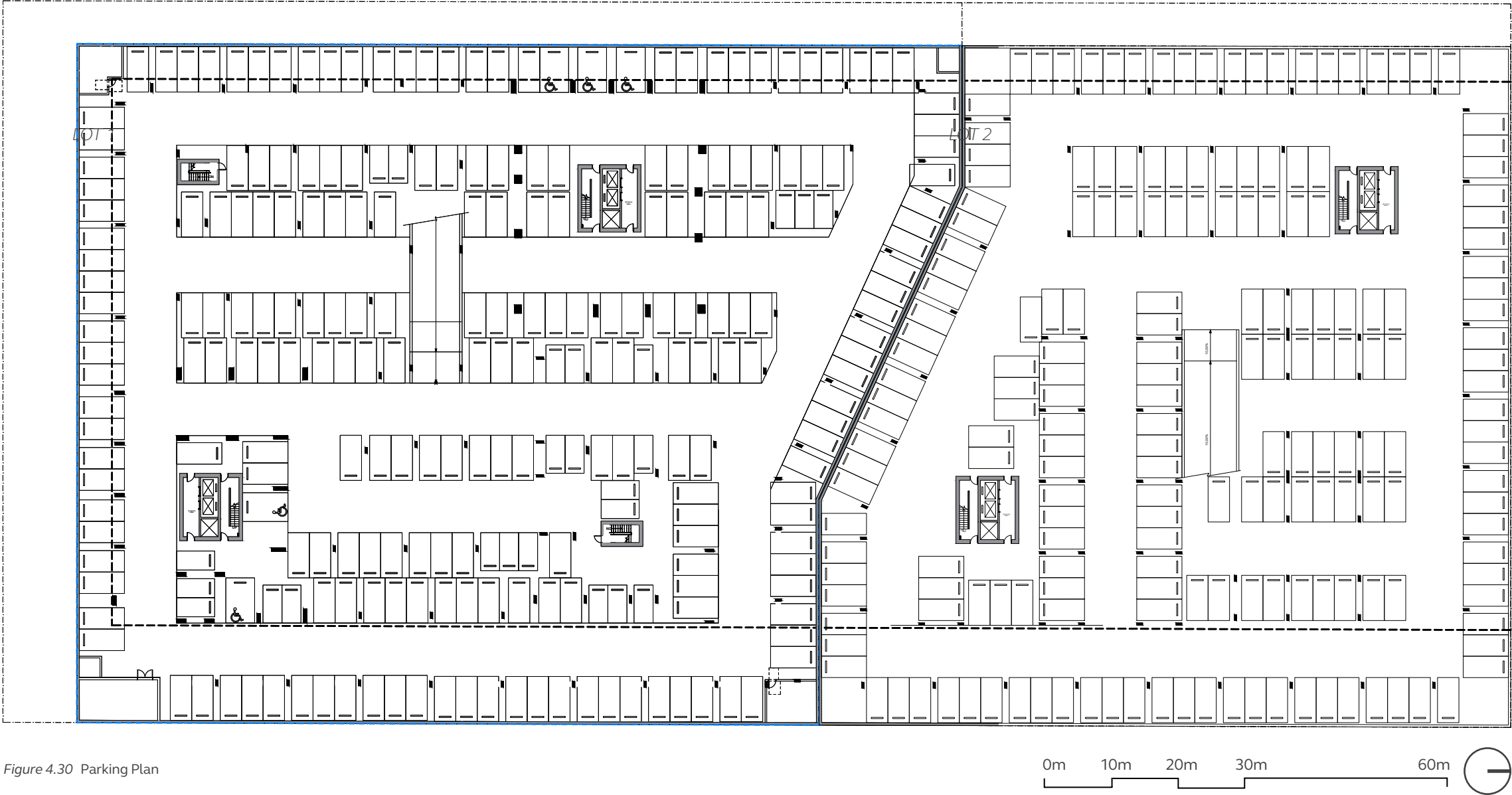
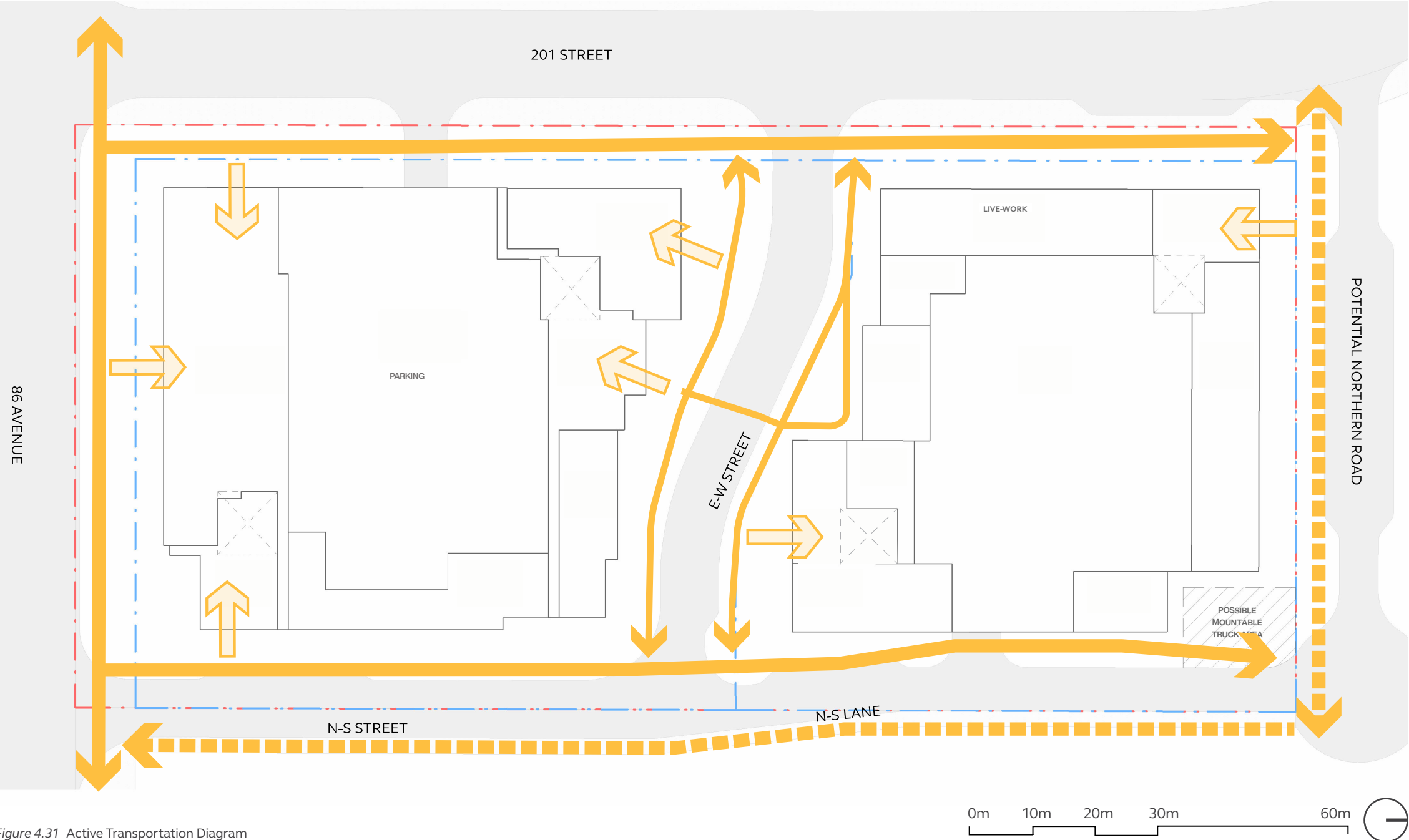


Figure 4.30 Parking Plan

Active Transportation Circulation

The site includes a T-shaped network of pedestrian oriented lanes running east-west and north-south through the site. These are shared between pedestrian and vehicle traffic, but as they are intended as private lanes offer opportunity for traffic calming measures.

The E-W Street is complimented by the corner plaza at the western entrance, flowing into a pedestrian-friendly and slow zone street connecting people with the heart of the site where the community facility is located.



- LEGEND
- EXISTING PROPERTY LINE
 - NEW PROPERTY LINE
 - PEDESTRIAN CONNECTIONS
 - PEDESTRIAN CONNECTIONS TO BUILDINGS
 - FUTURE PEDESTRIAN CONNECTIONS

Figure 4.31 Active Transportation Diagram

Active Transportation Circulation

The site is located near a large environmental corridor, however formal connections to it are limited due to the protections of the water course. Residents will need to use 86 Avenue to head east where they can access the recreational area adjacent to Carvolth exchange or head north along 202 Street under the Trans-Canada Highway.

New linkages via the proposed N-S Street/Lane and E-W Street will support walkability and connection to nature within the area. These are to be pedestrian friendly, landscaped, and have minimized curb cuts to support accessibility. If the site to the north develops the additional pedestrian connection to the nearby environmental area, the project is well positioned to tie into this and establish new trail connections.

- LEGEND
- SITE BOUNDARY
 - STREET NETWORK
 - ACTIVE TRANSPORTATION PATHS
 - PARK AND GREEN SPACES
 - ENVIRONMENTAL CORRIDOR

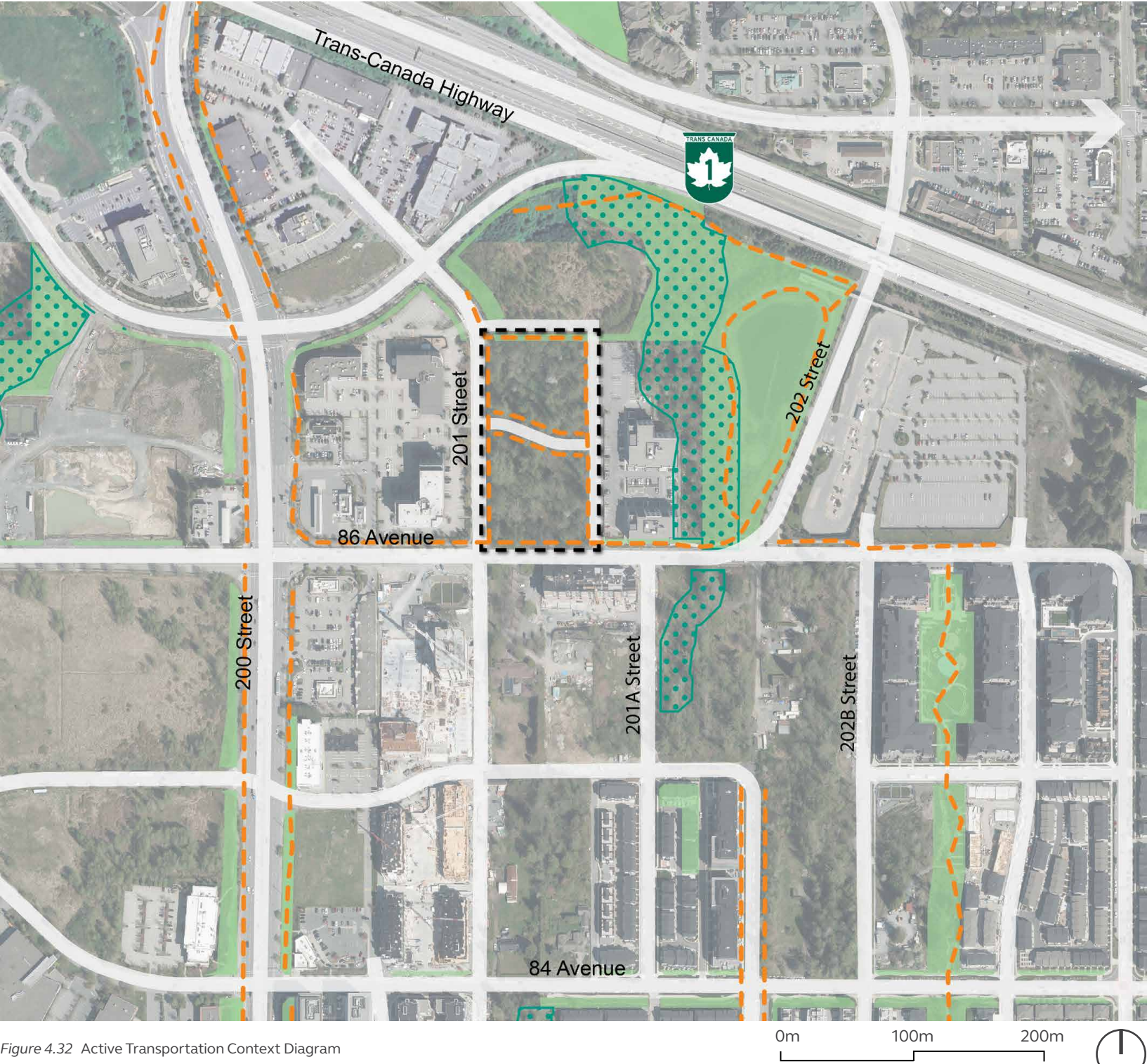


Figure 4.32 Active Transportation Context Diagram

4.7 Street Condition

The south section of the N-S street will accommodate sufficient road space to ensure a functional service road for commercial uses, servicing and fire access, while also ensuring adequate sidewalks and landscaping to provide a high-quality north-to-south connection on the eastern edge of the site.



4.8 Fire Access Plan

The N-S Street and E-W Street have been sized to be full width roadways under municipal standards to allow for an adequate fire access path, that would connect to 86 Avenue and 201 Street.

Lobbies have been configured to directly address these streets with adjacent pull-out bays utilized for fire department response points within a 15m radius.

A possible mountable truck area in the corner of the N-S Lane and potential northern road would provide further fire truck access should it be needed.

- LEGEND
- PROPERTY BOUNDARY
 - SETBACK BOUNDARY
 - FIRE ACCESS PATH
 - FIRE DEPARTMENT RESPONSE POINT
 - LOBBY
 - 15M RADIUS

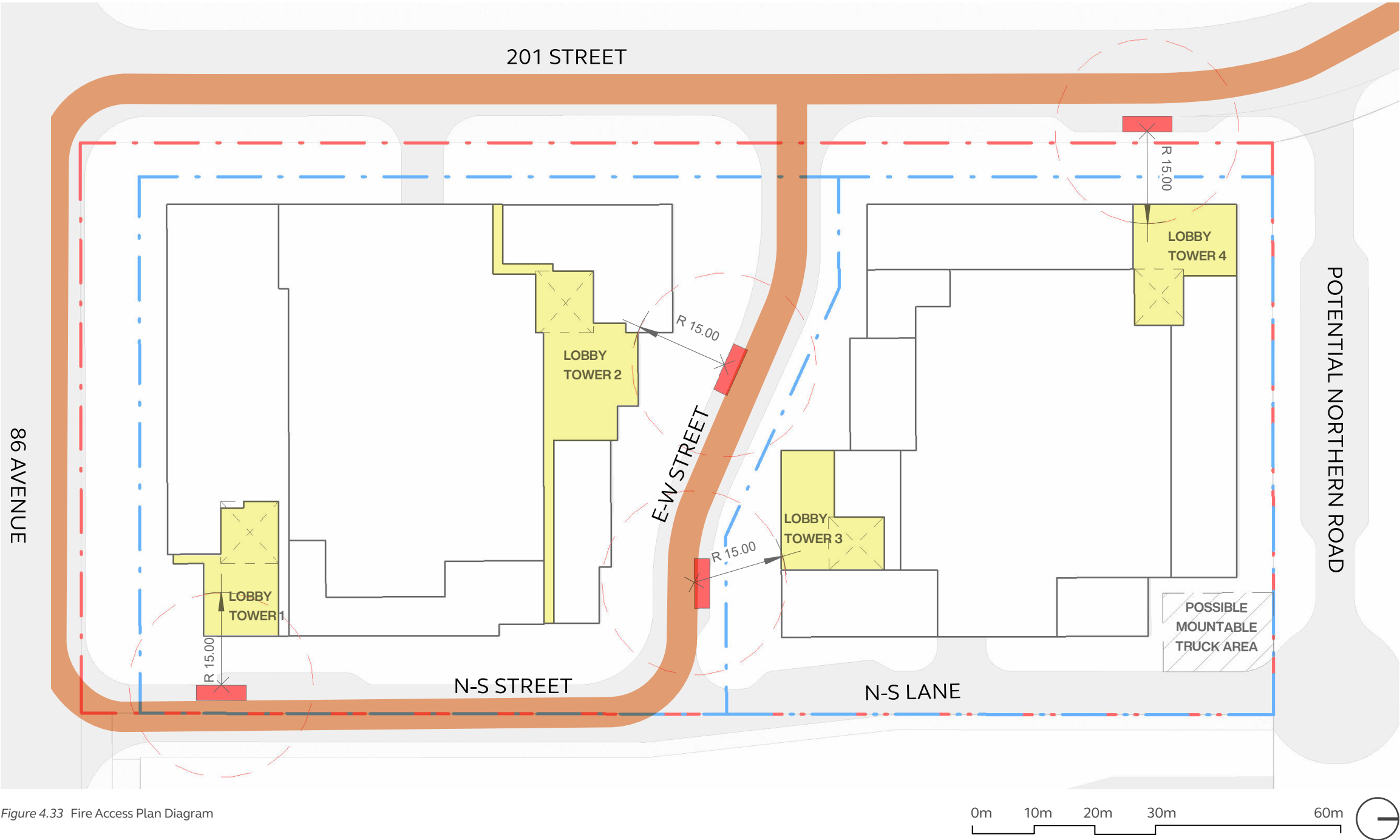
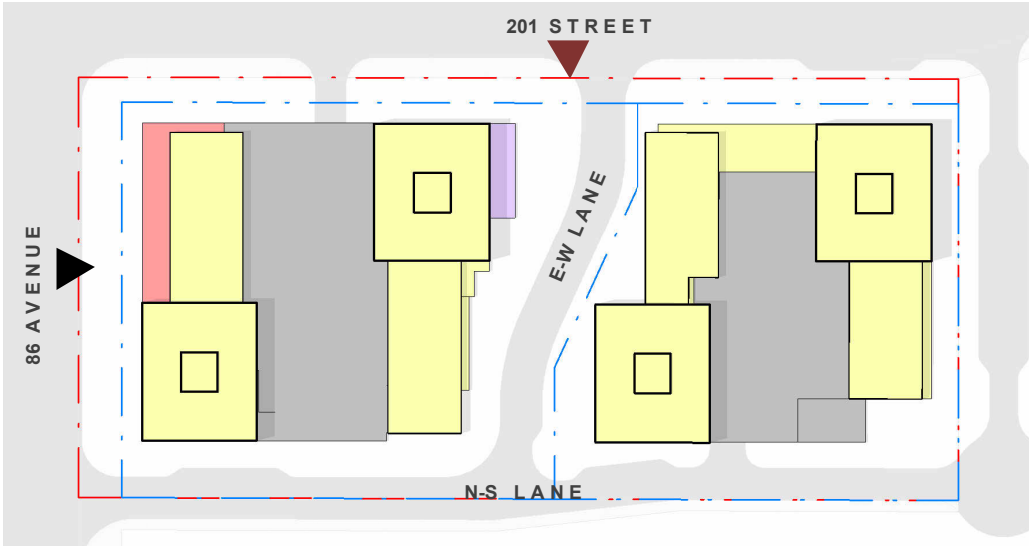


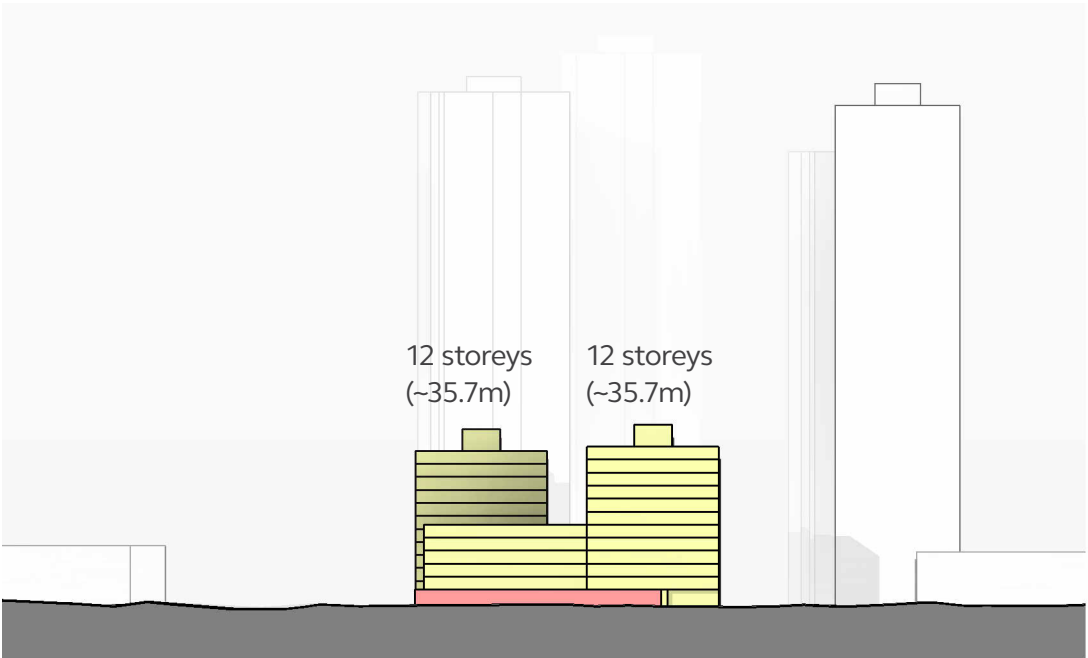
Figure 4.33 Fire Access Plan Diagram

4.9 Elevations

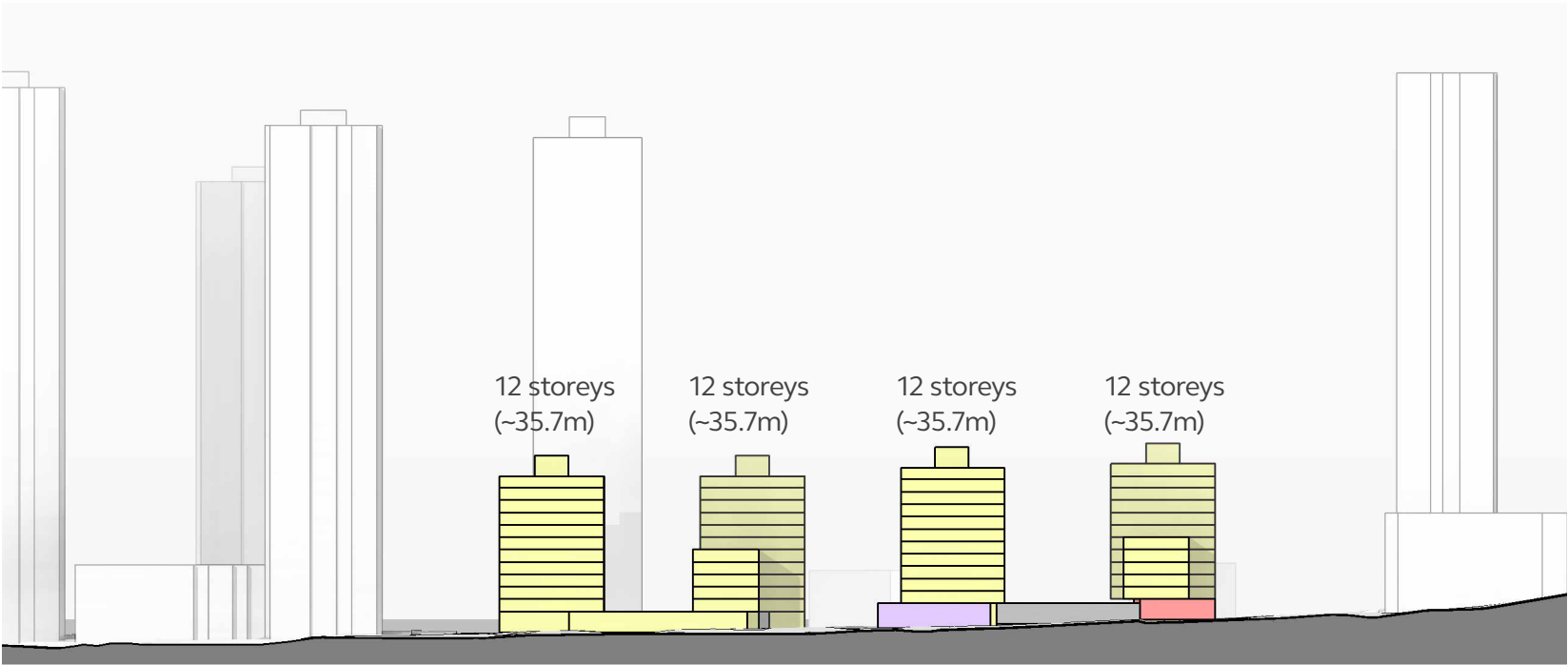


LEGEND

- Residential
- Commercial
- Community Facility
- Parking and Utilities



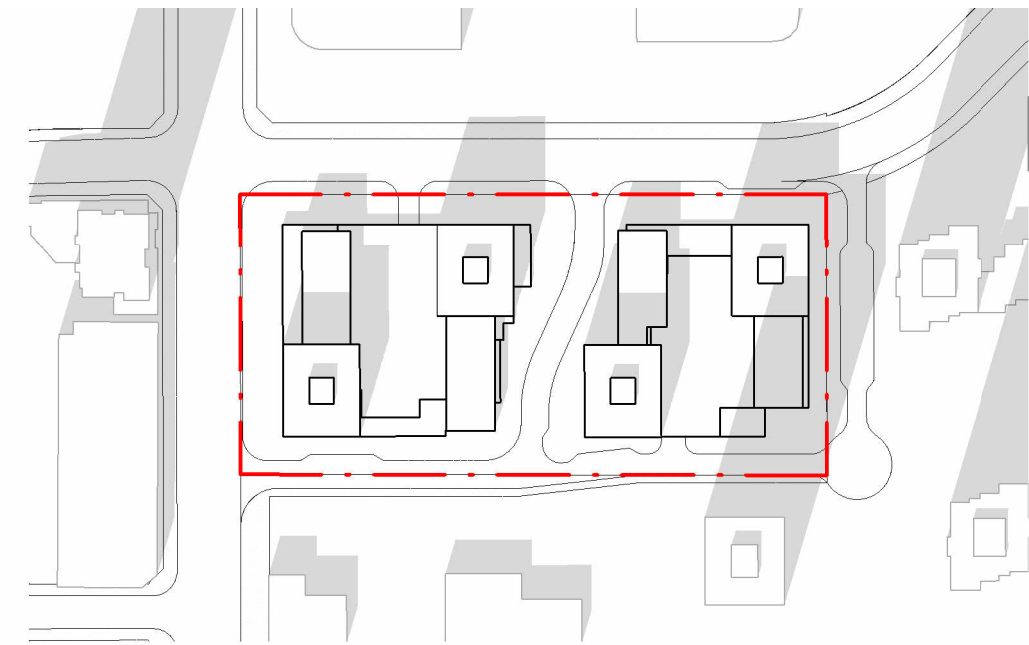
► 86th AVENUE



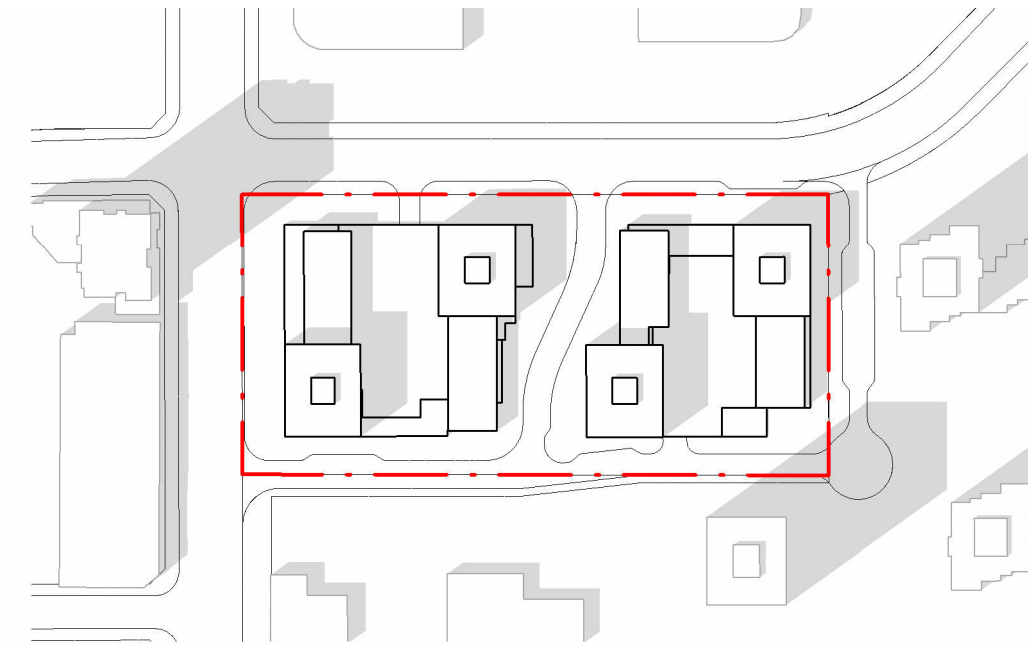
► 201st STREET

4.10 Shadow Analysis

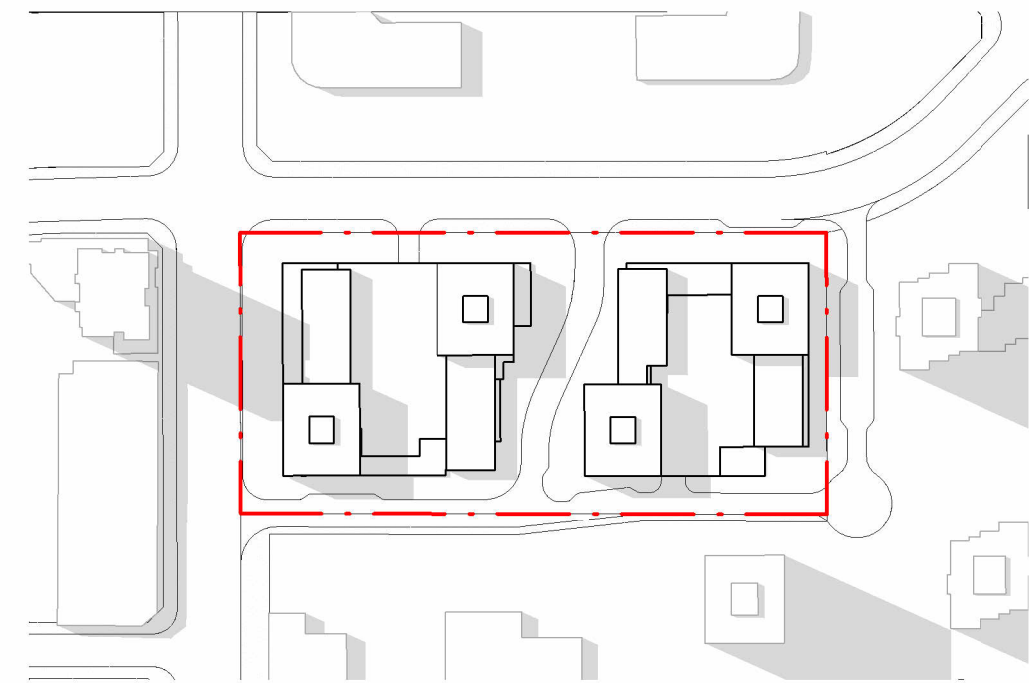
SUMMER



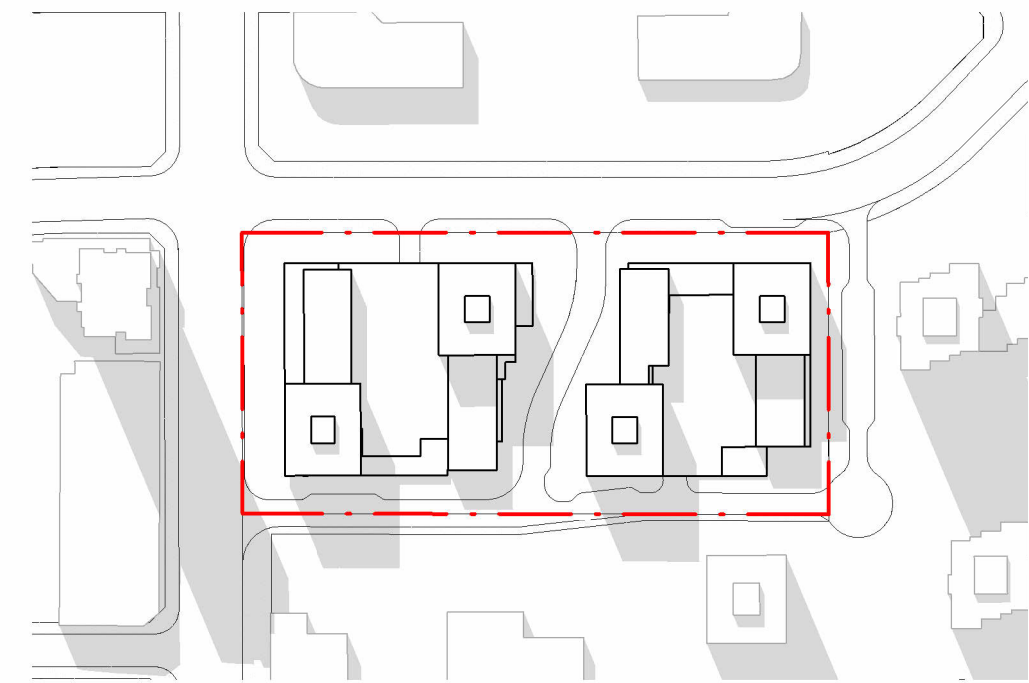
① SUMMER 1000



② SUMMER 1200

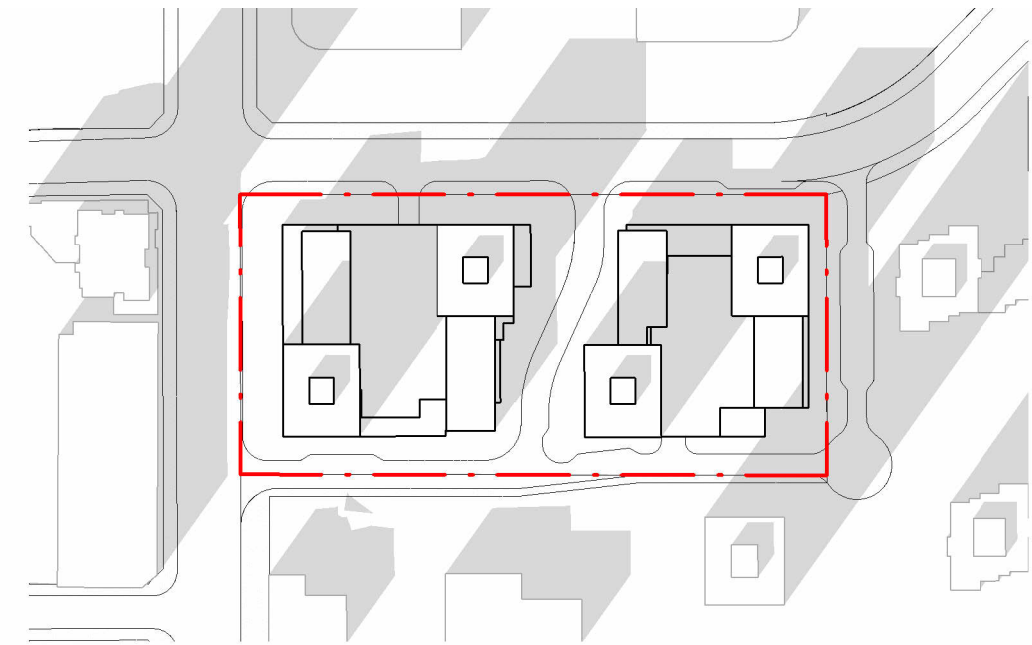


③ SUMMER 1400

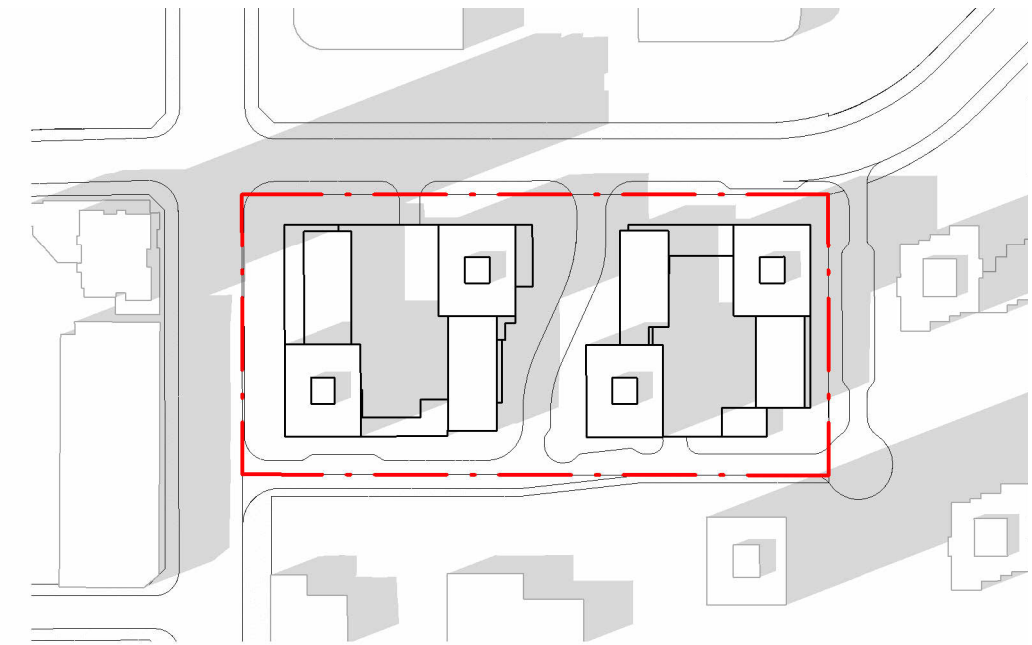


④ SUMMER 1600

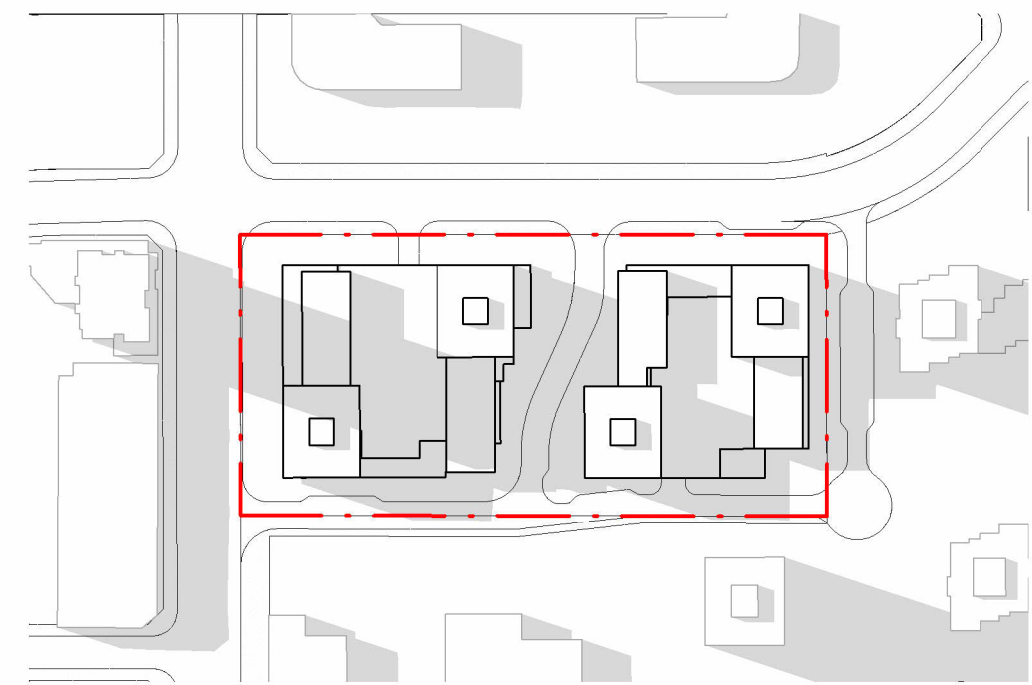
EQUINOX



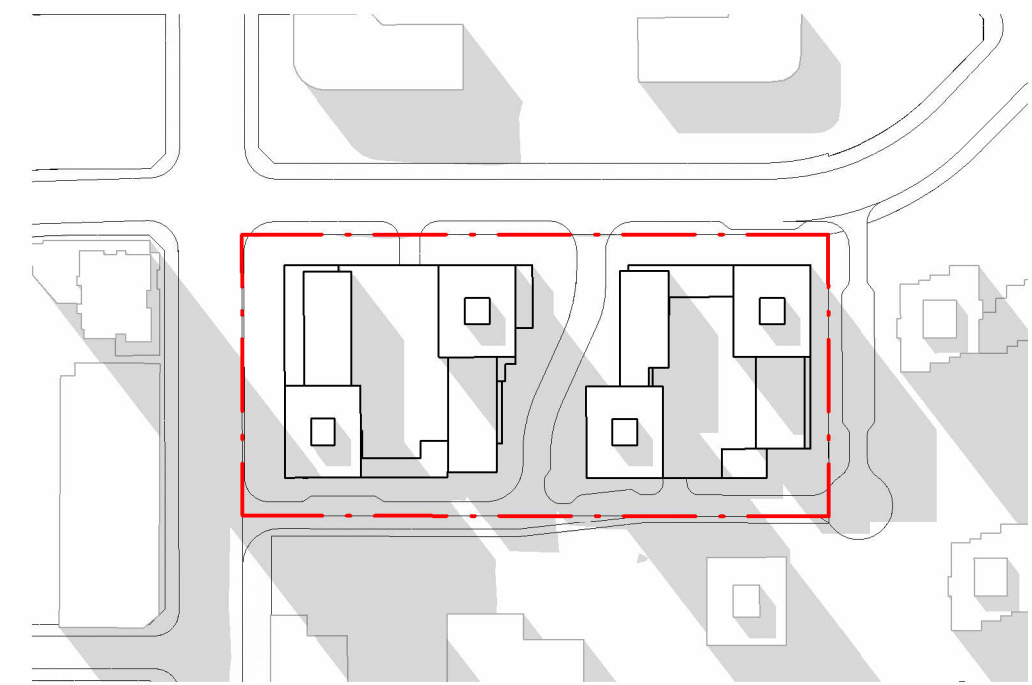
① EQUINOX 1000



② EQUINOX 1200

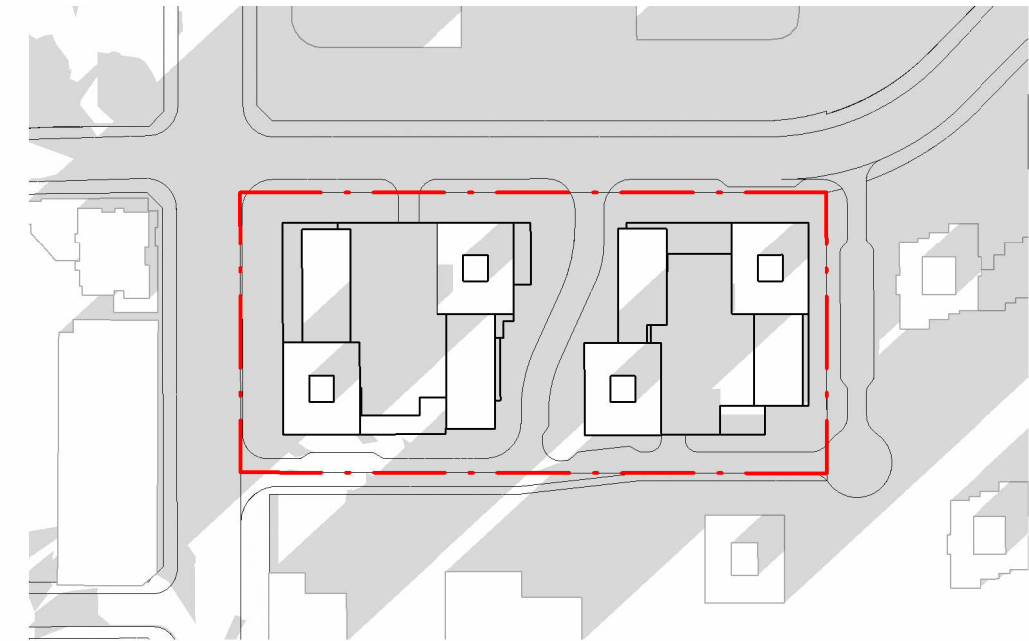


③ EQUINOX 1400

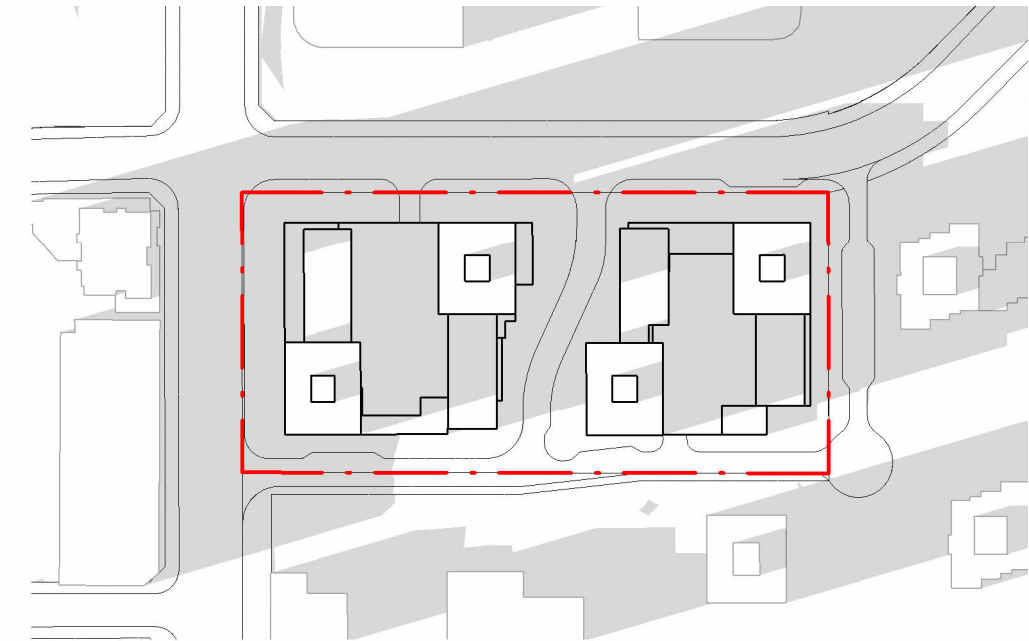


④ EQUINOX 1600

WINTER



① WINTER 1000



② WINTER 1200



③ WINTER 1400



④ WINTER 1600

4.11 Sustainability Strategy

The Sacred Water Project is committed to incorporating sustainability design features in accordance with the Langley City Design Criteria Manual. The following list highlights some of the key building design features being incorporated into the project:

Construction Activity Pollution Prevention

An erosion and sedimentation control plan is being developed to in accordance with the Township of Langley’s Erosion & Sediment Control Bylaw to minimize erosion and sedimentation throughout construction.

Stormwater Strategy

The project will include an onsite stormwater management system, including a detention tank, to handle stormwater runoff.

Water Efficient Landscaping

Landscaping will utilize drought tolerant plant material (tree shrubs, groundcover and ornamental grasses), and adaptive plants to reduce the reliance on irrigation. A high efficiency irrigation system will also be utilized to further reduce the amount of potable water used to water landscaping.

Water Efficient Plumbing Fixtures

Low flow/flush plumbing fixtures, including toilets, showerheads, lavatory faucets and kitchen faucets will be provided.

Energy Efficiency & Emissions

- Double glazed low e argon filled window wall system.
- Occupancy sensors reduce energy consumption in non-regularly occupied common areas when these areas are not in use.
- LED lighting.
- Refrigerant Management: Refrigerant with low ozone depletion and global warming potential is selected for HVAC&R system to protect the environment.

Construction Waste Management

A construction waste management plan will be developed and implemented throughout construction with a goal of diverting over 75% of waste generated.

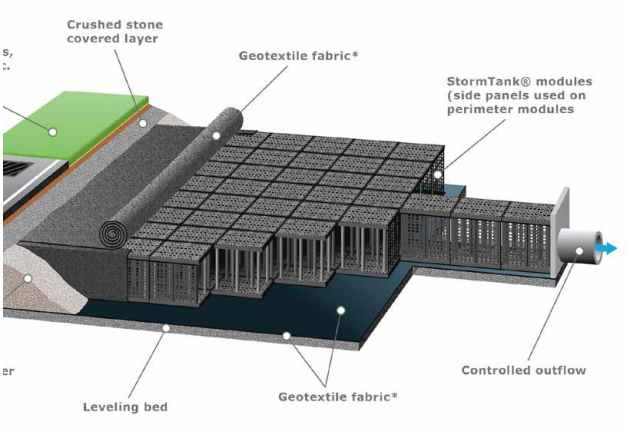


Figure 4.34 Sustainability Precedent Imagery

Building Materials

Many of the building materials will be selected based on recycled content and/or regional manufacturing, thus decreasing the overall emissions associated with manufacturing and transportation of building materials.

Construction Indoor Air Quality

Best practices will be implemented during construction to optimize air quality and provide a clean and healthy building for the future residents.

Indoor Air Quality - Finishes

Low emitting finishes including adhesives, sealants, paints and flooring systems will be specified for the project.

Development Density & Community Connectivity

This high-density project is located in close proximity to a variety of community services.

Alternative Transportation

The project will incorporate at least one bike per unit including bike repair rooms. In addition, approximately 552 parking spaces will be equipped with electric service to facilitate tenant electric vehicle charging stations.

Heat Island Effect

Placing the majority of parking underground will help reduce Urban Heat Island Effect.

Window To Wall Ratio

The project will achieve 45% window-to-wall ratio which helps to provide abundant natural daylight, reducing the need for artificial lighting and thereby lowering energy consumption. It also balances thermal performance — limiting heat loss in winter and solar gain in summer — especially when paired with high-performance glazing.

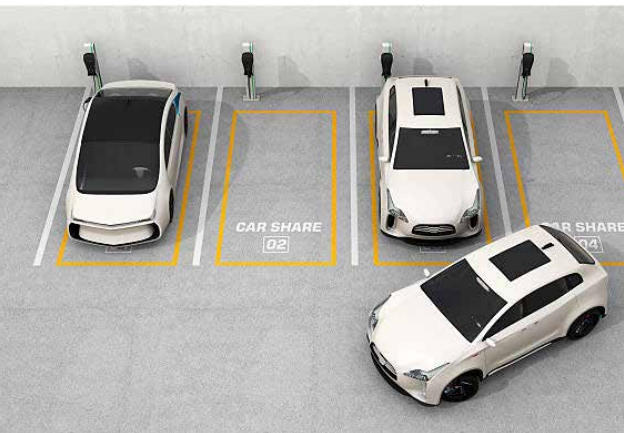
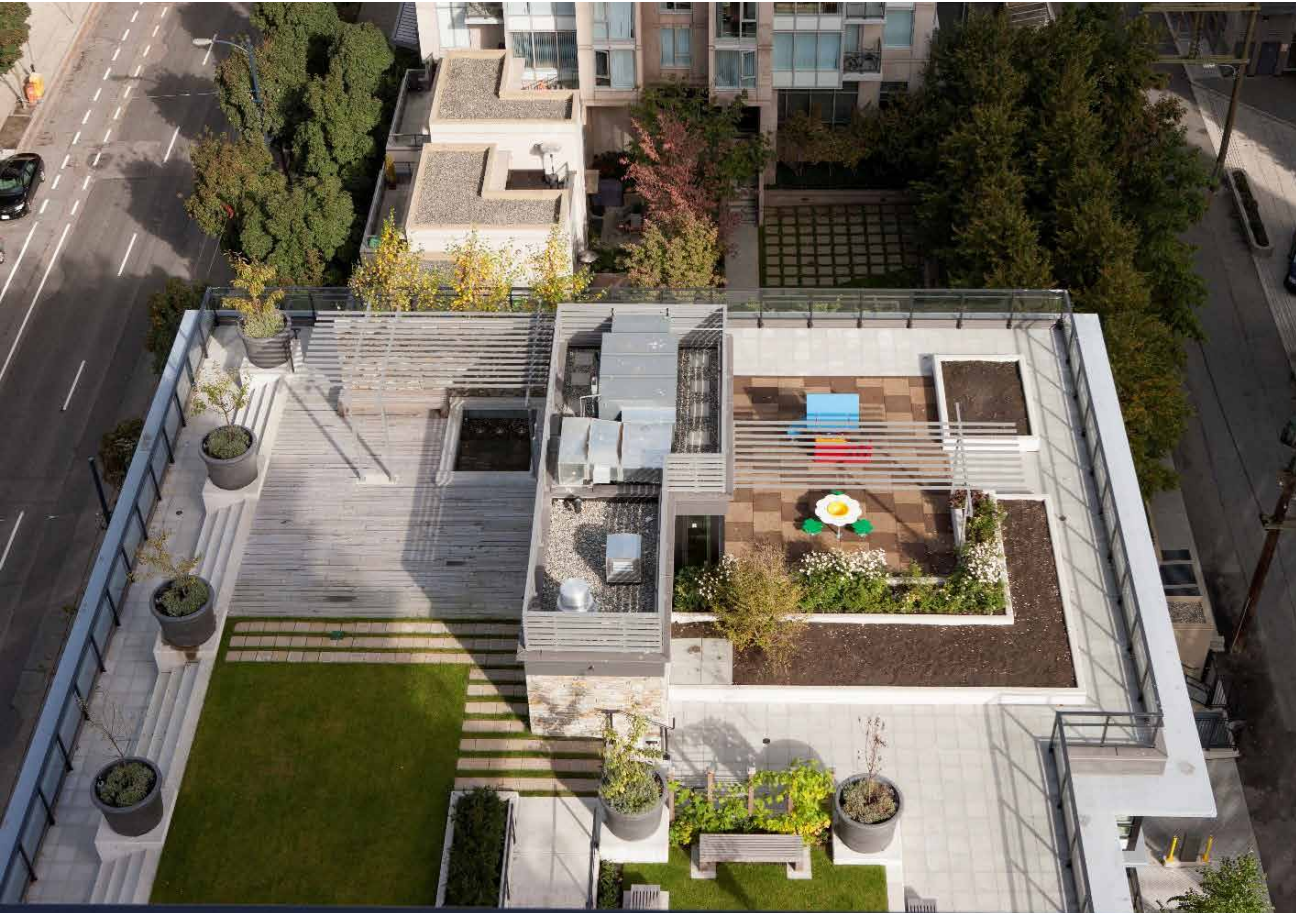


Figure 4.35 Sustainability Precedent Imagery

CLT Construction and Prefabricated Facades

Cross Laminated Timber (CLT) and prefabricated wall panels are modern methods of construction that offer major sustainability benefits over traditional concrete construction. CLT has significantly lower embodied carbon by acting as a carbon sink that stores CO₂.

The prefabricated nature of both CLT floors and wall panels enables precise manufacturing, reducing material waste and facilitating efficient on-site assembly, which minimizes construction time, disruption, and waste generation. Additionally, offcuts are often reusable or recyclable, supporting circular resource practices. This compelling modern method of low-carbon, resource-efficient construction, aligning with the project’s ambitious sustainability goals.

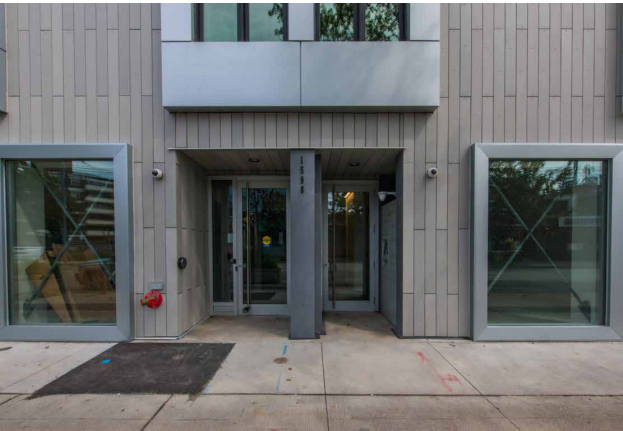
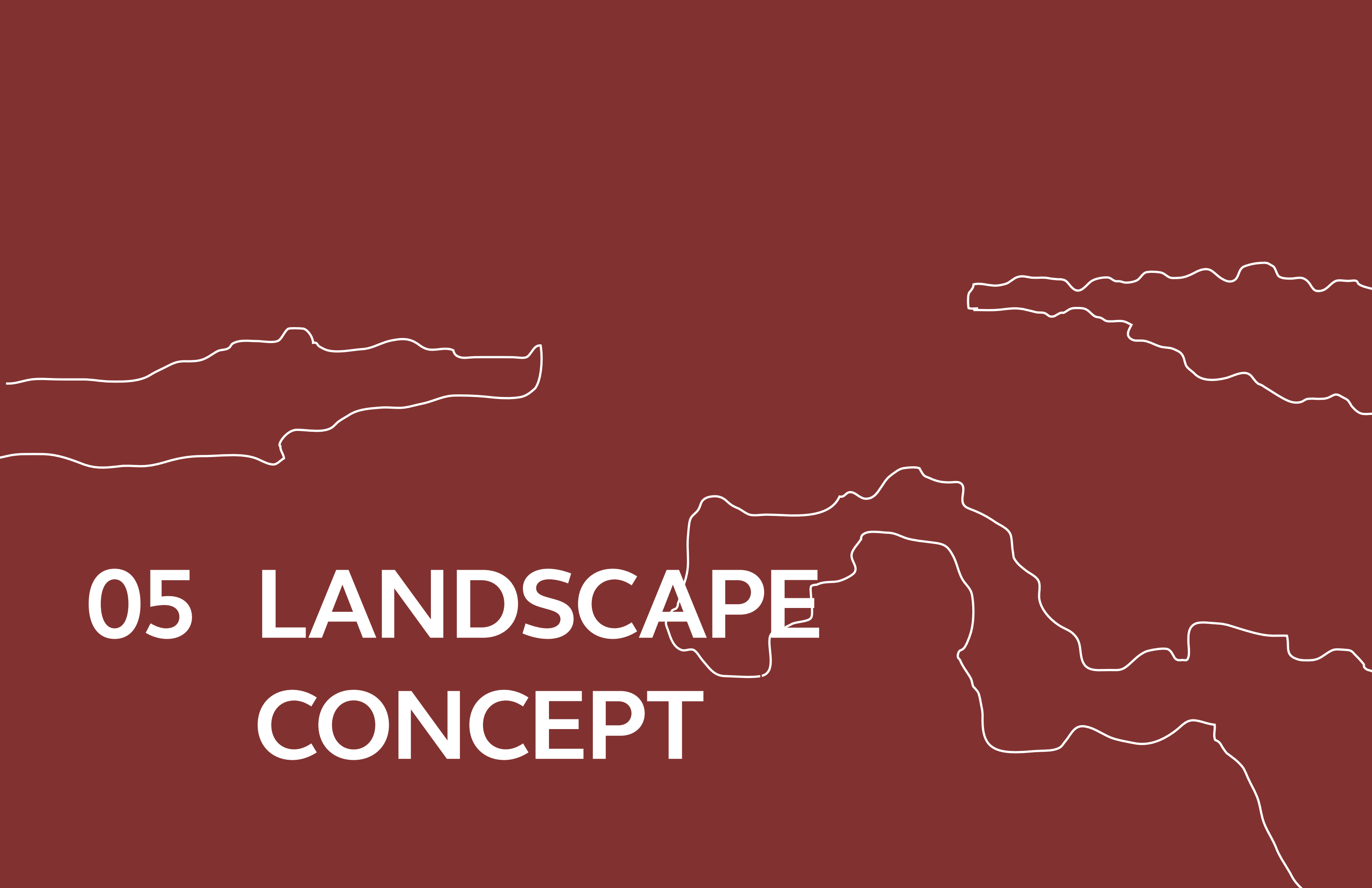


FIGURE 4.36 CLT Construction and Prefabricated Facades



05 LANDSCAPE CONCEPT

5.1 Landscape Vision

INDIGENOUS REGALIA



TREES & SKY



FLOWERS
IN A FIELD

WATER

BEAUTY OF WEAVING



Figure 5.37 Precedent Images

5.2 Landscape Design

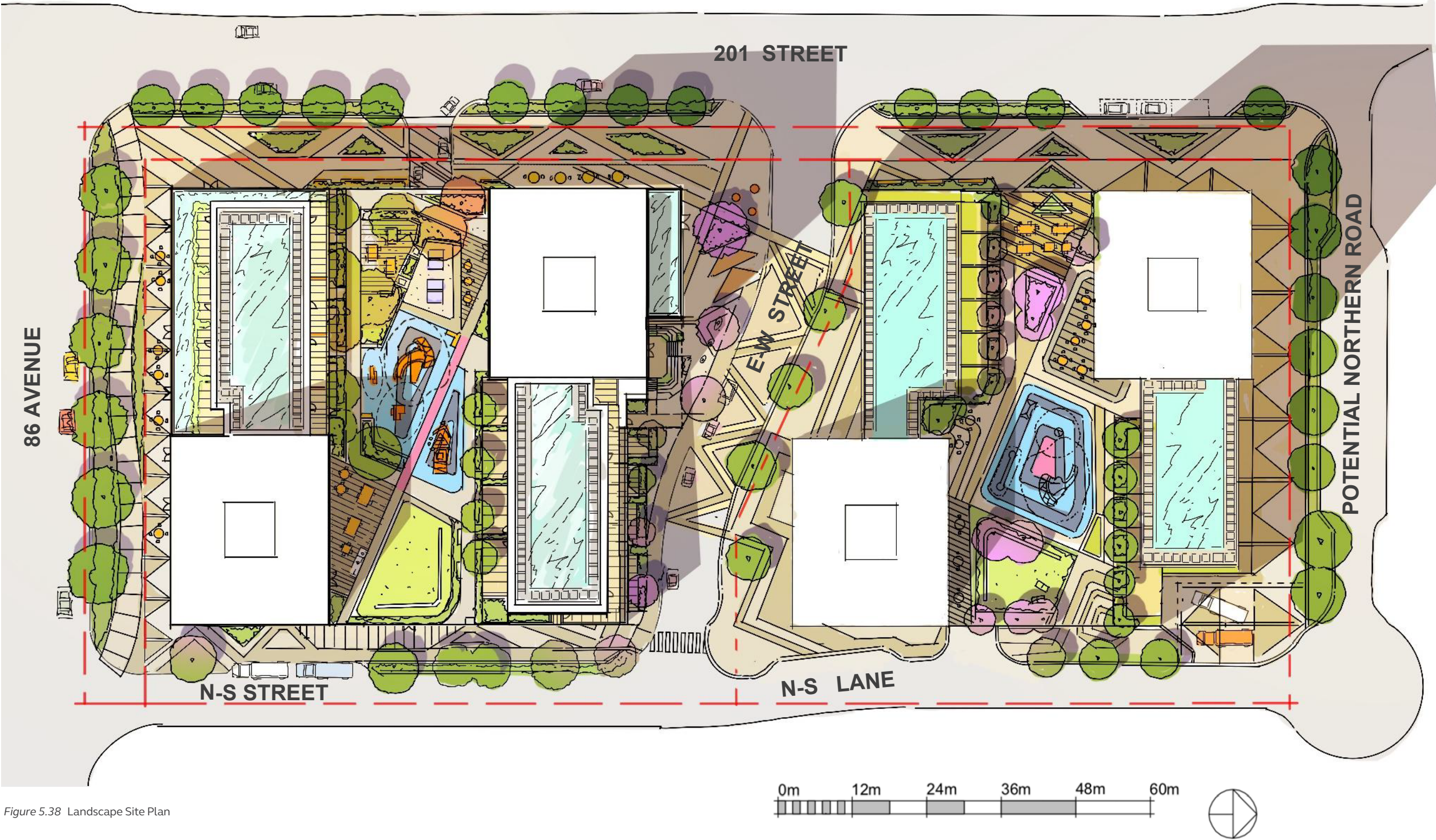


Figure 5.38 Landscape Site Plan

Site Plan - South

USE	FSR AREA (sq m)	FSR AREA (sq ft)
L1 Podium Open Space	2,050	22,063
Plaza Corner	240	2,580
Total	2,290	24,643

- LEGEND
- 1 Green Roof
 - 2 Pedestrian Sidewalk
 - 3 Staging
 - 4 Parkade Entry
 - 5 Corner Plaza
 - 6 Raised Crosswalk
 - 7 Unit Patio
 - 8 Playground
 - 9 Outdoor Kitchen
 - 10 Lounge
 - 11 Seating Area
 - 12 Lawn
 - 13 Game Zone
 - 14 Retail Frontage

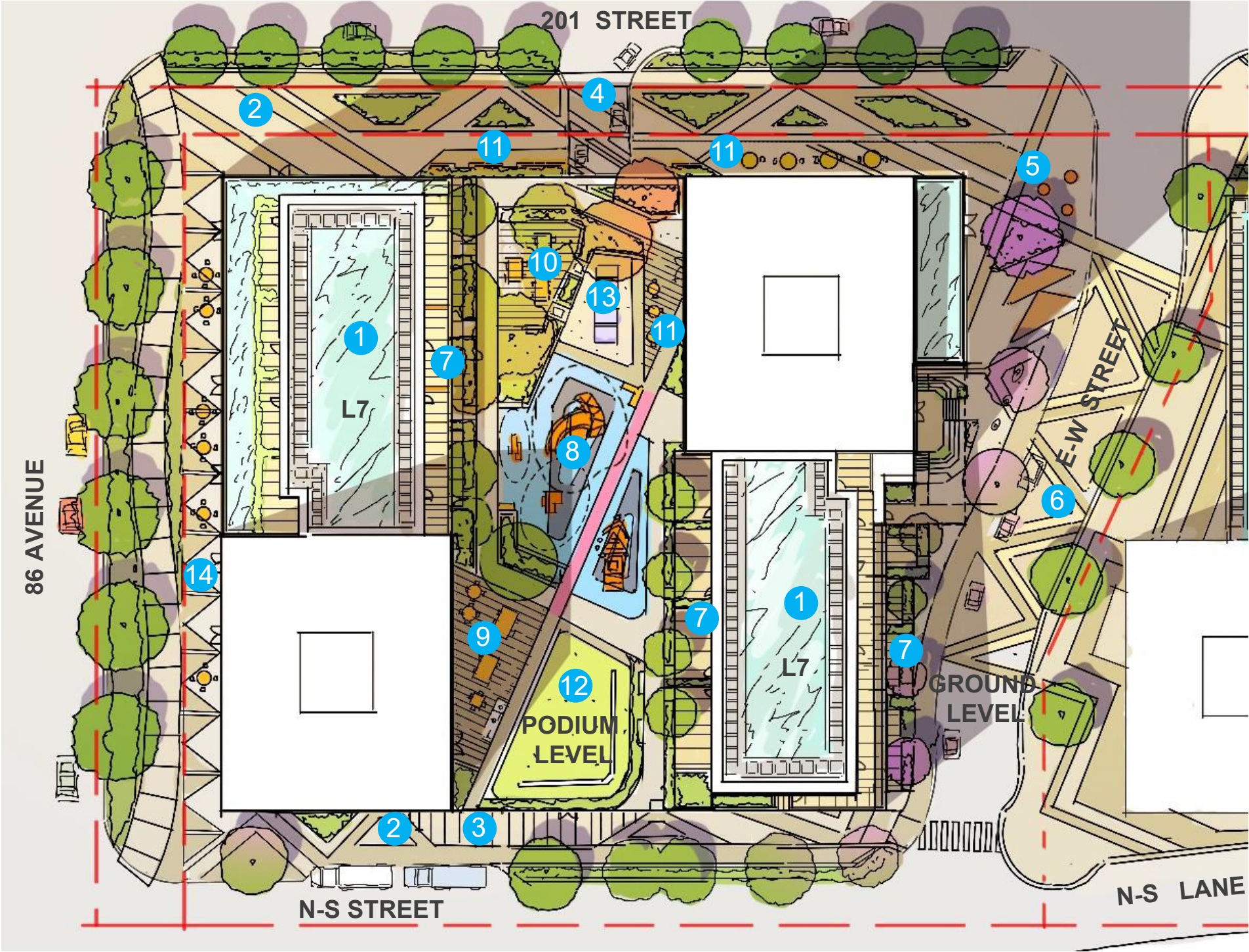


Figure 5.39 Landscape Site Plan - South

Site Plan - North

USE	FSR AREA (sq m)	FSR AREA (sq ft)
L1 Podium Open Space	1,853	19,944
Total	1,853	19,944

- LEGEND
- 1 Pedestrian Sidewalk
 - 2 Parkade Entry
 - 3 Unit Patio
 - 4 Playground
 - 5 Outdoor Kitchen
 - 6 Lounge
 - 7 Seating Area
 - 8 Lawn
 - 9 Green Roof
 - 10 Mountable Truck Area

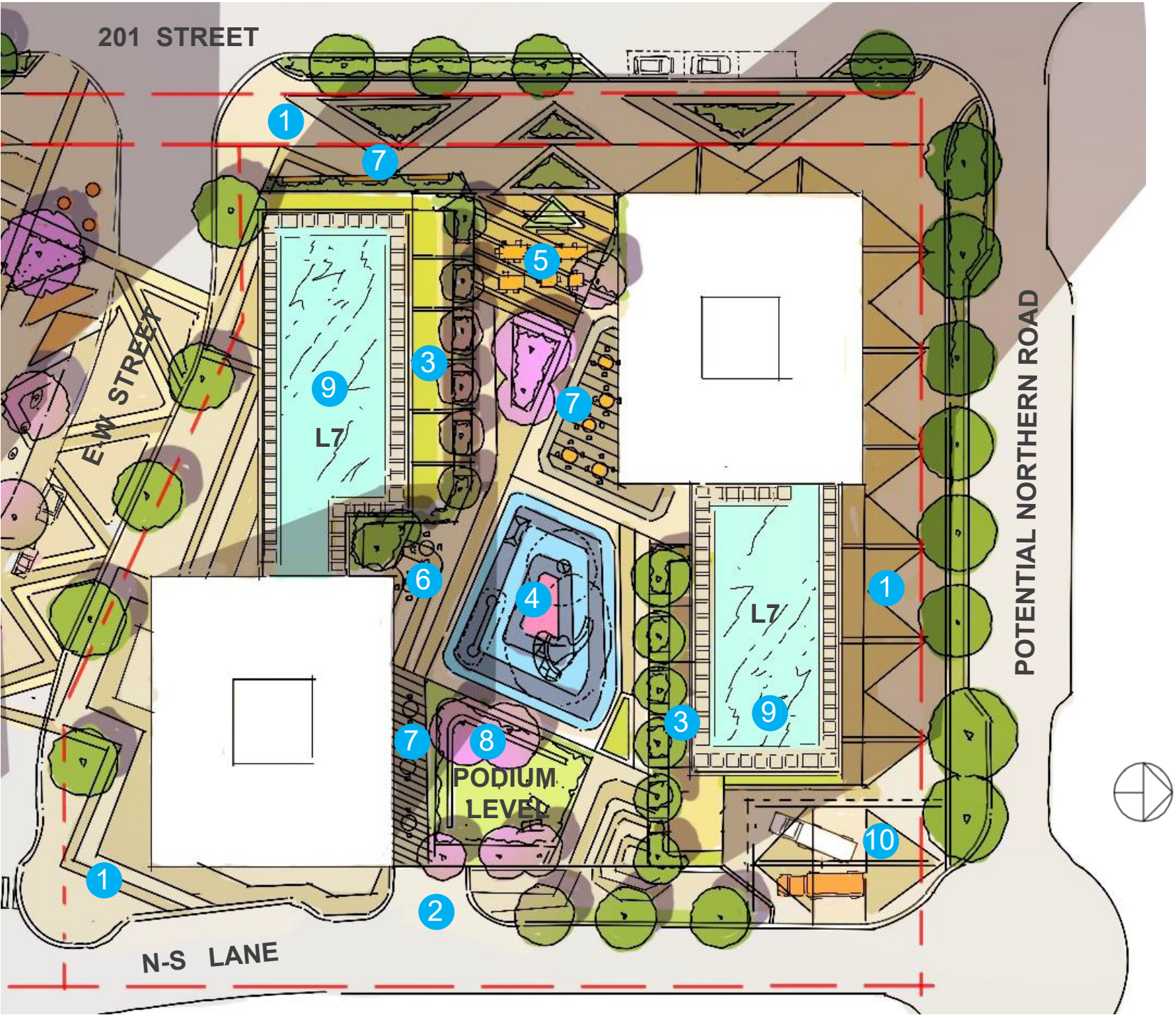


Figure 5.40 Landscape Site Plan - North

Precedent Images



Feature Planter



Pedestrian Oriented Street



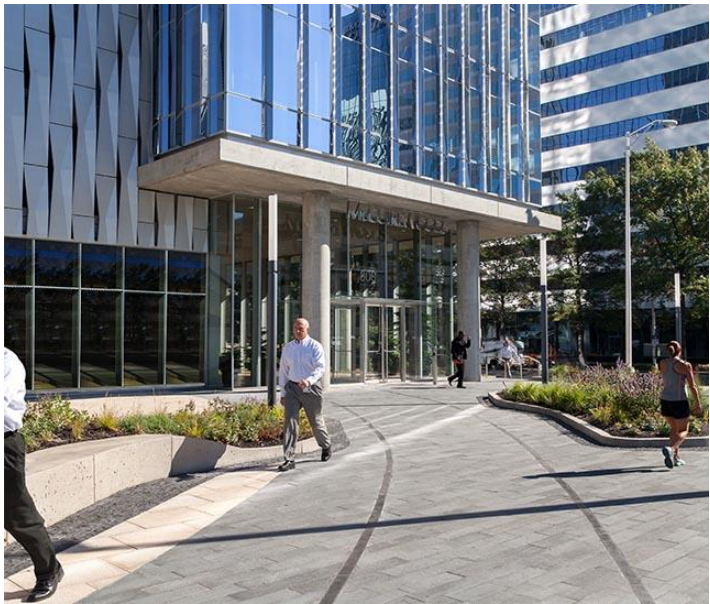
Paving Design



Totem Pole



Lawn

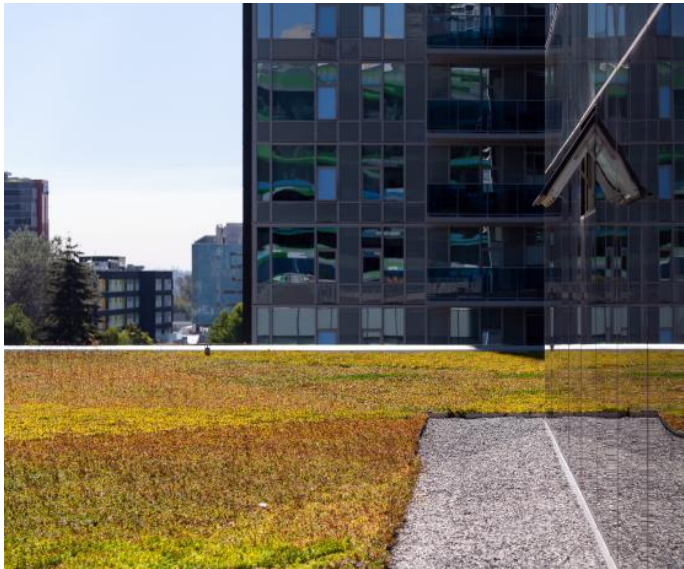


Lobby Entry



Plaza and Gathering Space

Precedent Images



Green Roof



Lounge



Seating Area



Playground



Game Zone



Wood Deck



Outdoor Kitchen