



Sacred Waters



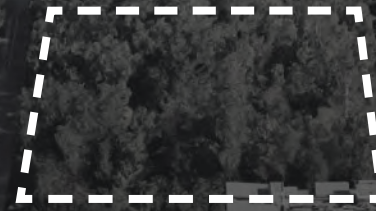
ARCADIS

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

REZONING APPLICATION

Lot 27 - 86th Avenue

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

1.1 Executive Summary

TO UPDATE

The vision for the 4.4 acre site at 201 street and 86 avenue is a dense, walkable neighbourhood designed with a clear sense of place, that is immediately identifiable through it's incorporation of guiding principles of the Katzie, Kwantlen, and Semiahmoo (KKS) Nations.

This mixed-use development includes four towers anchored around an E-W lane. This lane will serve as the primary vehicle entrance to the site, but also feature wide sidewalks and plaza elements to provide a high-quality E-W pedestrian connection. The curved street provides a natural traffic calming and the street will prioritize the use of pavers and raised street elements to ensure a high-quality public realm for pedestrians.

This project is intended to be developed in two phases, separated by the lane, each with it's own legal lot. To the south, Phase 1 includes a commercial podium with small retail spaces. The commercial frontage is off the corner of 201 street and 86 avenue, providing great visibility to the neighbourhood and creating an urban interface to the site. Phase 1 also includes a community amenity, which will act as a landmark space for the KKS First Nations who make up Sacred Waters Development.

To the north of the lane is Phase 2 where two towers sit on podiums that run east-west. This provides a strong urban frontage to the E-W lane, as well as a future northern street dedication on the adjacent development. Semi-private green space separates the two buildings, and provides an additional east to west passage on the site.

In total, the project includes:

- Approximately 1,682 units of mixed-tenure housing, including live-work opportunities
- Approximately 1,100 m² of commercial
- Approximately 300 m² of community amenity space intended to be a space for residents, as well as for the Katzie, Kwantlen, and Semiahmoo First Nations
- Approximately 1,480 vehicle parking stalls
- Maximum heights of 39 storeys
- A combined site density of 8.0 FSR (7.15 FSR on Lot 1 and 9.09 FSR on Lot 2)



Figure 1.1 Aerial Artist Sketch of Site from West

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 and Vision

As the developer and owner of the Lot 27 – 86th 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.



Sacred Waters Development



Katzie First Nation



Kwantlen First Nation



Semiahmoo First Nation

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. 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.

The site is neighboured by a future 39-storey residential building to the south, and 4- to 6-storey office buildings to the east and west. 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 within ~300m walking distance to Carvolth bus exchange at the east and to 200m walking distance to a Future Bus Rapid Transit (BRT) at the intersection with 200 St.



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.

The site is among the best transit-oriented sites in the Township of Langley, within 300 metres of the Carvolth Exchange. With the planning underway for the future 200 Street BRT, it is anticipated that a BRT Station will be located at 86 Avenue and 200 Street, approximately 200 metres from the site.

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

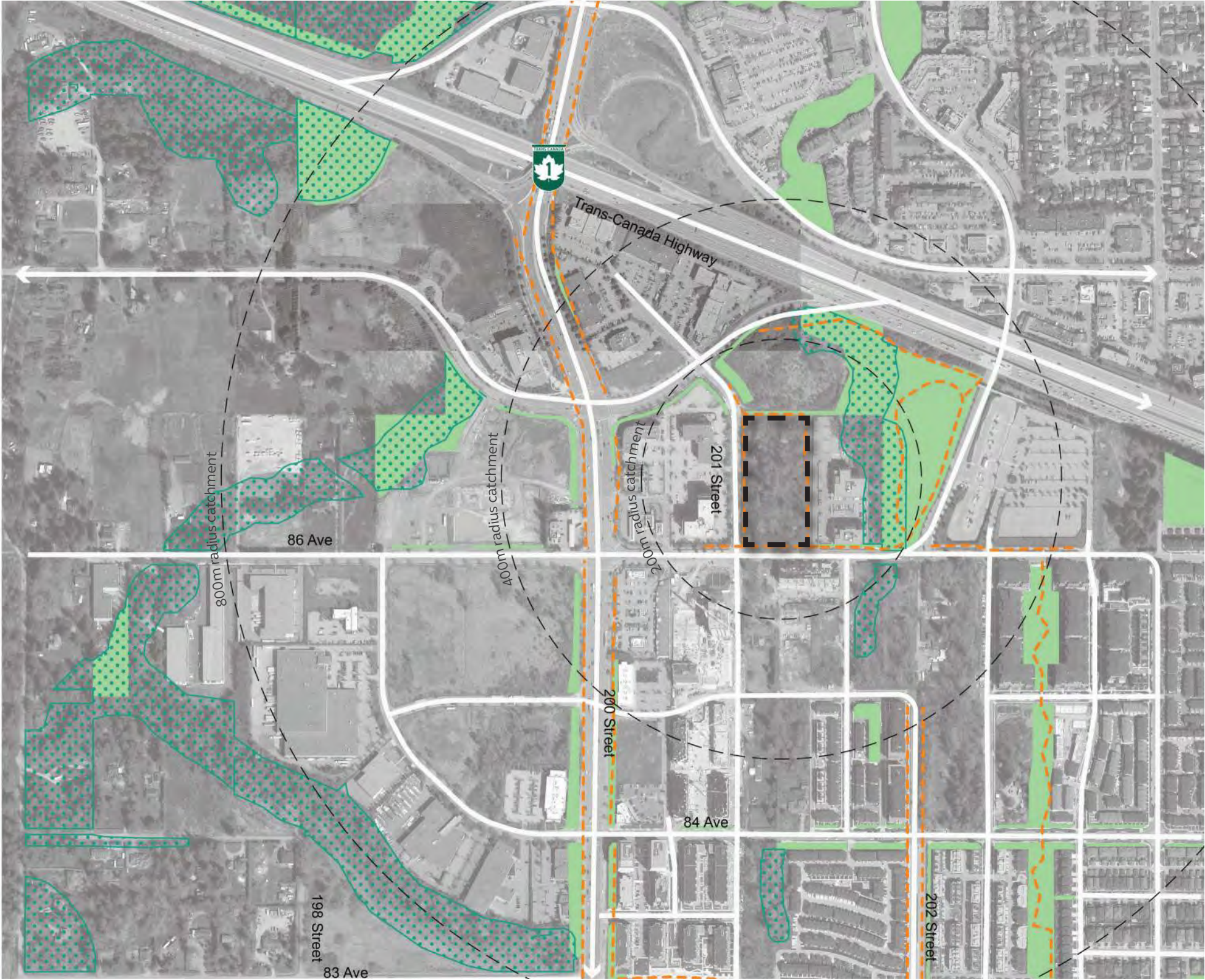


Figure 2.6 Green Space Connections Map



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. 20117 84 Avenue
Rezoning of property to a CD Zone for the development of a residential housing complex with 273 apartment units in 2 6-storey buildings.
7. 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.
8. 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.
9. 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.

LEGEND

CURRENT DEVELOPMENT APPLICATIONS

SITE BOUNDARY

ARTERIAL/COLLECTOR ROAD

LOCAL STREET

FUTURE BRT ROUTE

BUS ROUTE

CARLVOTH EXCHANGE

FUTURE BRT STOP

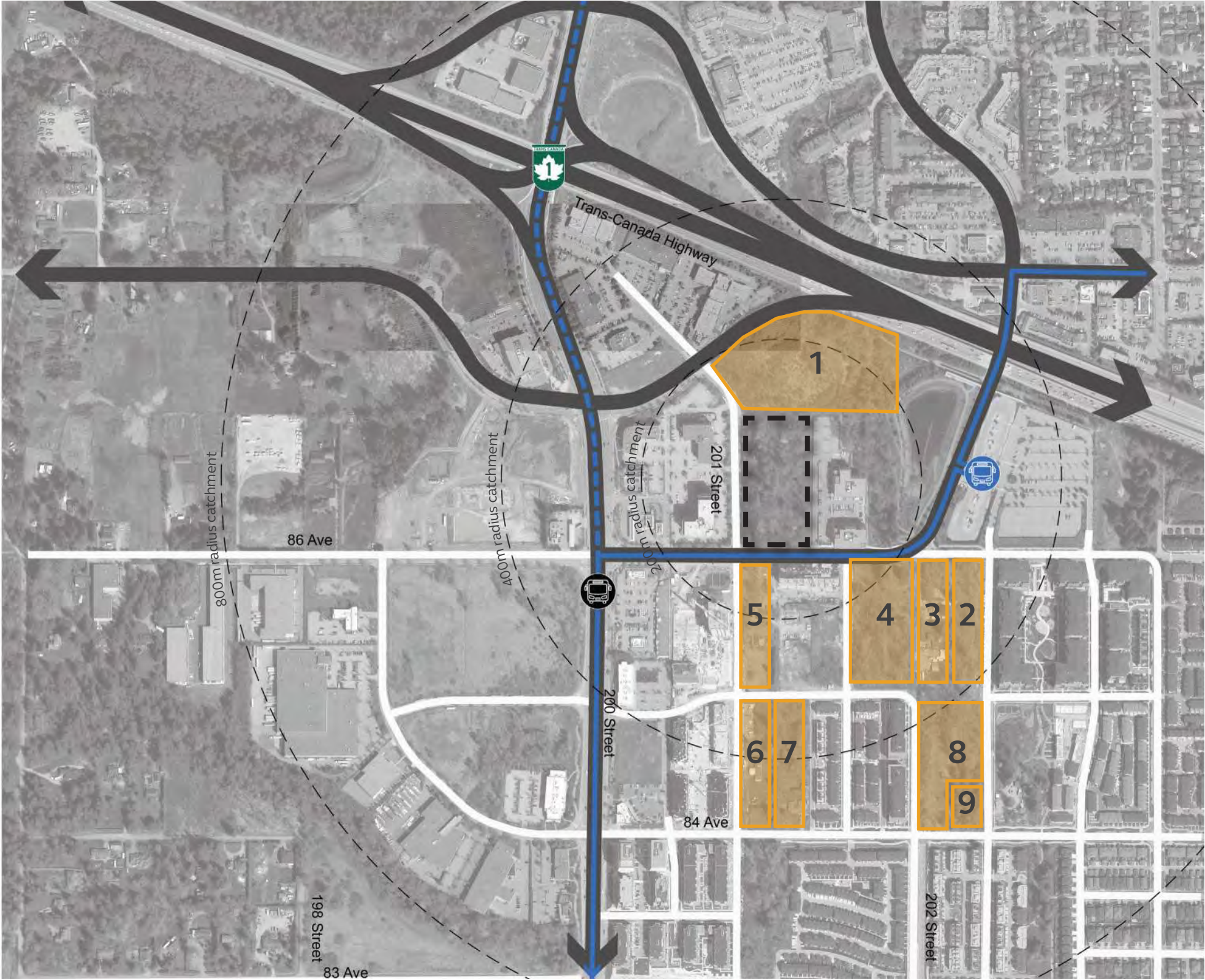


Figure 2.7 Development Context Map

Existing Site Photos



Key Plan



1. View from 86 Avenue to 201 street



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



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



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



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



6. Eastern driveway access to office buildings at 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". 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.

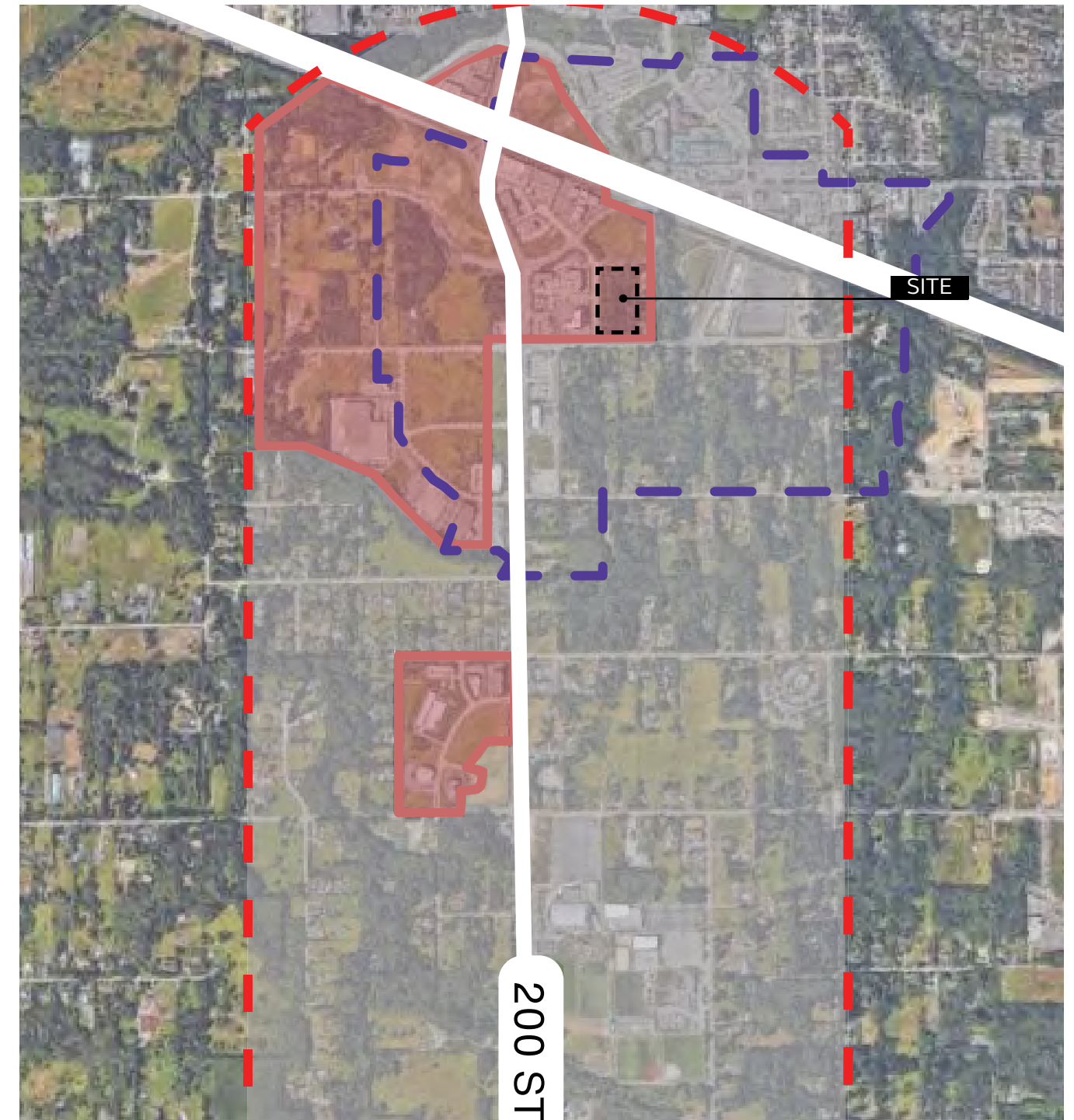
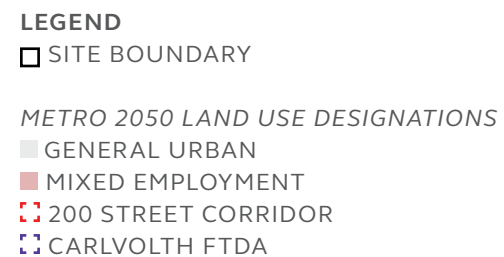


Figure 2.8 Metro 2050 - Land Use Designation Map

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 Empliyoment 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 will be given housing targets by the Provincial government under the Housing Supply Act. While these targets have not yet been introduced, 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.

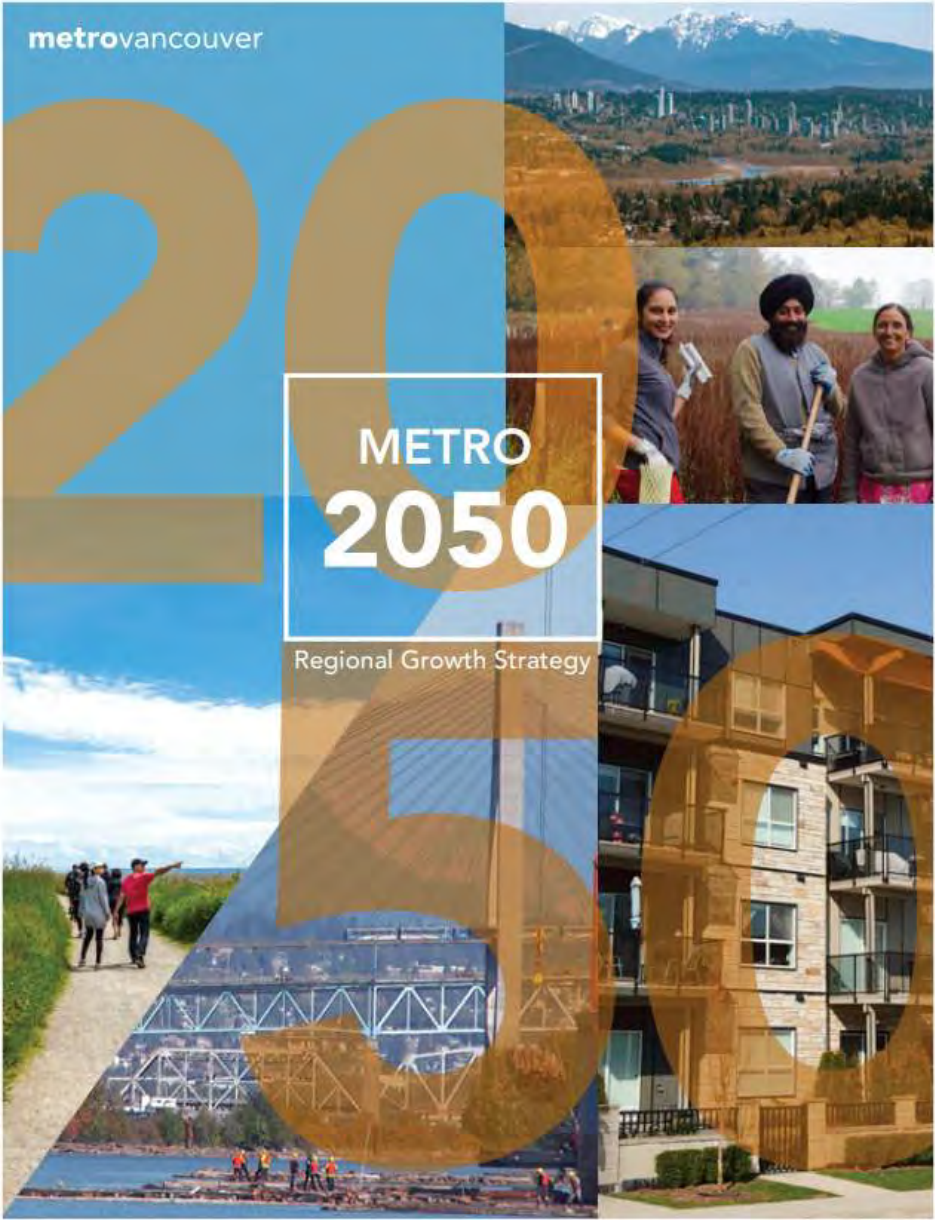
3. Transit-Oriented Housing

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 200 metres from the site, at 86 Avenue and 200 Street. It is essential that new, high-density housing be located near this new transit infrastructure to capitalize on this investment, while reducing reliance on the private automobile.

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 sufficienttransit-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 at the ground floor. This retail will both help ensure that Carvolth is a complete, walkable community, while also providing 1,158m² / 12,463ft² of employment space (accommodating approximately 65 jobs).



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 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 amenity 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 affordable 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 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 without displacing 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. This site is currently designated for uses that do not align with the site’s transit adjacency, both near the existing Carvolth Exchange, but more importantly being approximately 200m from a future BRT station. The addition of hundreds of new residential units on the site will ensure that future residents have transportation mode choice, where automobile ownership is 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.

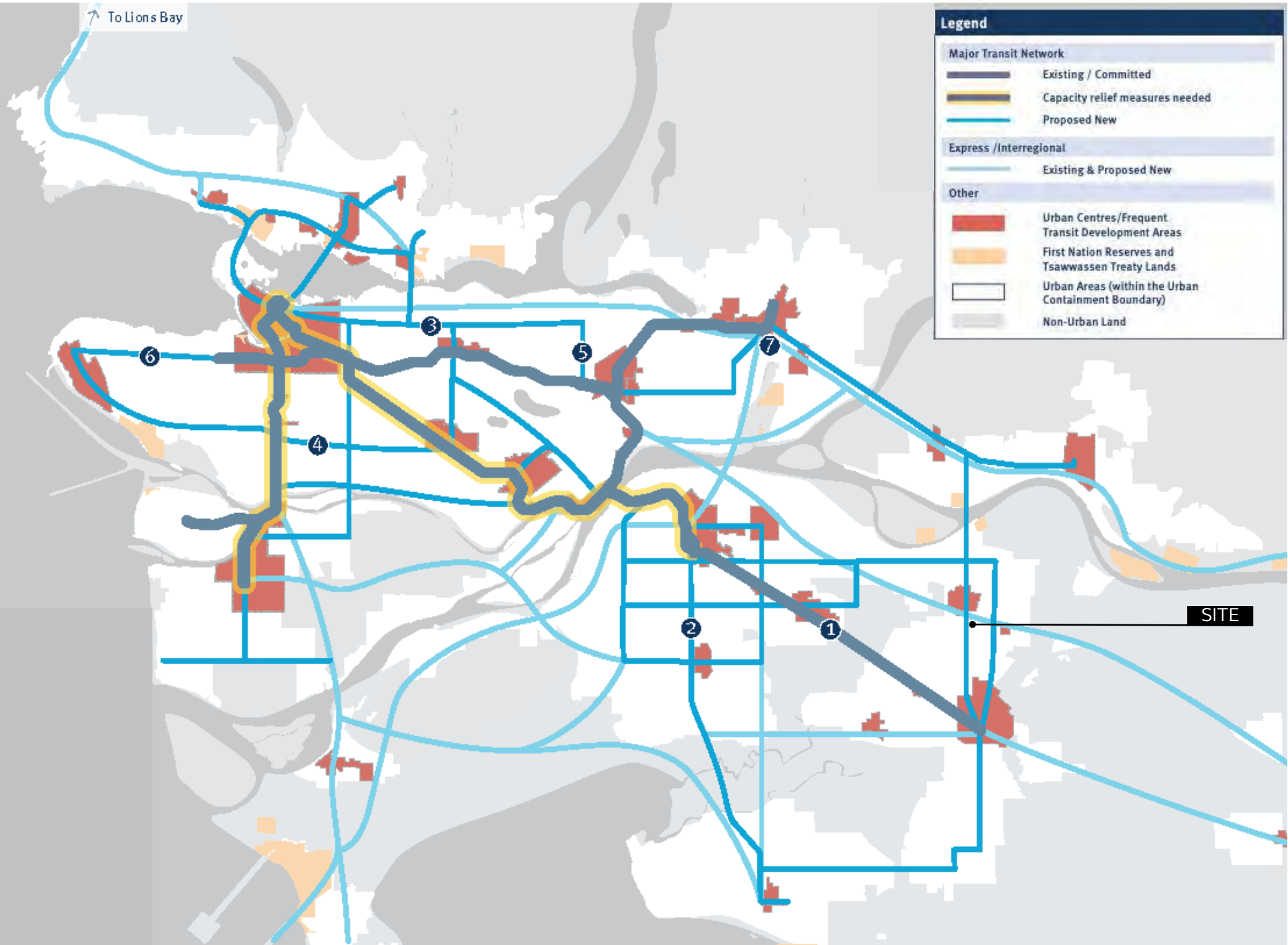


Figure 2.9 Transport 2050 Fast and Reliable Transit Network Map

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 Bus Rapid Transit station, the project capitalizes on existing transit infrastructure, while providing the population required to expand 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 affordable 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.



Transport 2050

Draft Regional Transportation Strategy
Summary Document

TRANSPORT
2050

Shape the future of
how we move. And live.

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 2.10 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 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 is proposed to provide a key retail amenity to the neighbourhood.

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 3.1.6. Encourage a wide range of multi-family housing unit sizes throughout the community, including larger units for families with children (two or more bedrooms) as well as smaller units.

Project Response: The project will provide more than 30% of units as 2+ bedrooms, going beyond Township policy and ensuring a complete, family-oriented community.

Township of Langley Carvolth Neighbourhood Plan

The site is located within the “Gateway Corridor” subarea of Carvolth. The Gateway Corridor 83 is intended to be a major transit-oriented high-density mixed use corridor along 200 Street.

Existing Land Use Designation

The site is designated as “Office/Mixed-Use I” in the Carvolth Neighbourhood Plan. Office/Mixed-Use I: Intent is to create a high-quality, vibrant, pedestrian and transit-oriented office and employment corridor:

- Allowable Uses: Corporate HQ, Business / Professional offices, Hotel, Retail (up to a maximum of 1000m²)
- Minimum Building height: 3 storeys
- Maximum Density: 2.5 FSR

Proposed Land Use Designation

To accommodate the proposed development, and to better capitalize on the site’s transit adjacency, a Neighbourhood Plan Amendment is proposed to redesignate the site to “High Density Mixed-Use”.

Areas designated as High-Density Mixed-Use are intended to create high-quality, vibrant, mixed-use, pedestrian and transit-oriented commercial high street:

- Allowable Uses: Residential, Ground floor commercial, Office
- Minimum Building Height: 3 storeys
- Individual retail units limited to a max of 1000m² in size

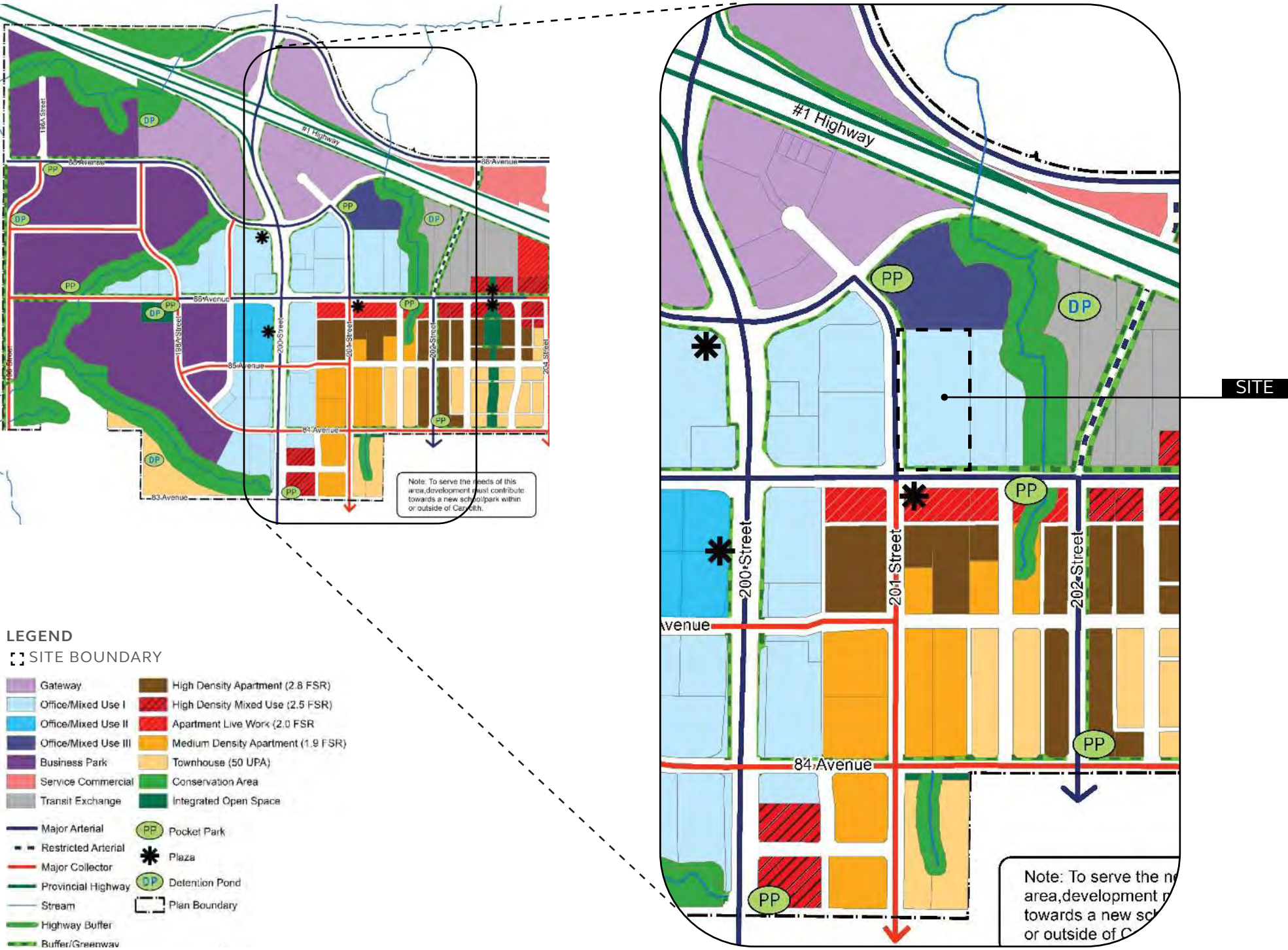


Figure 2.11 Carvolth Neighbourhood Plan

Township of Langley 200 Street 2040 Strategy - Draft

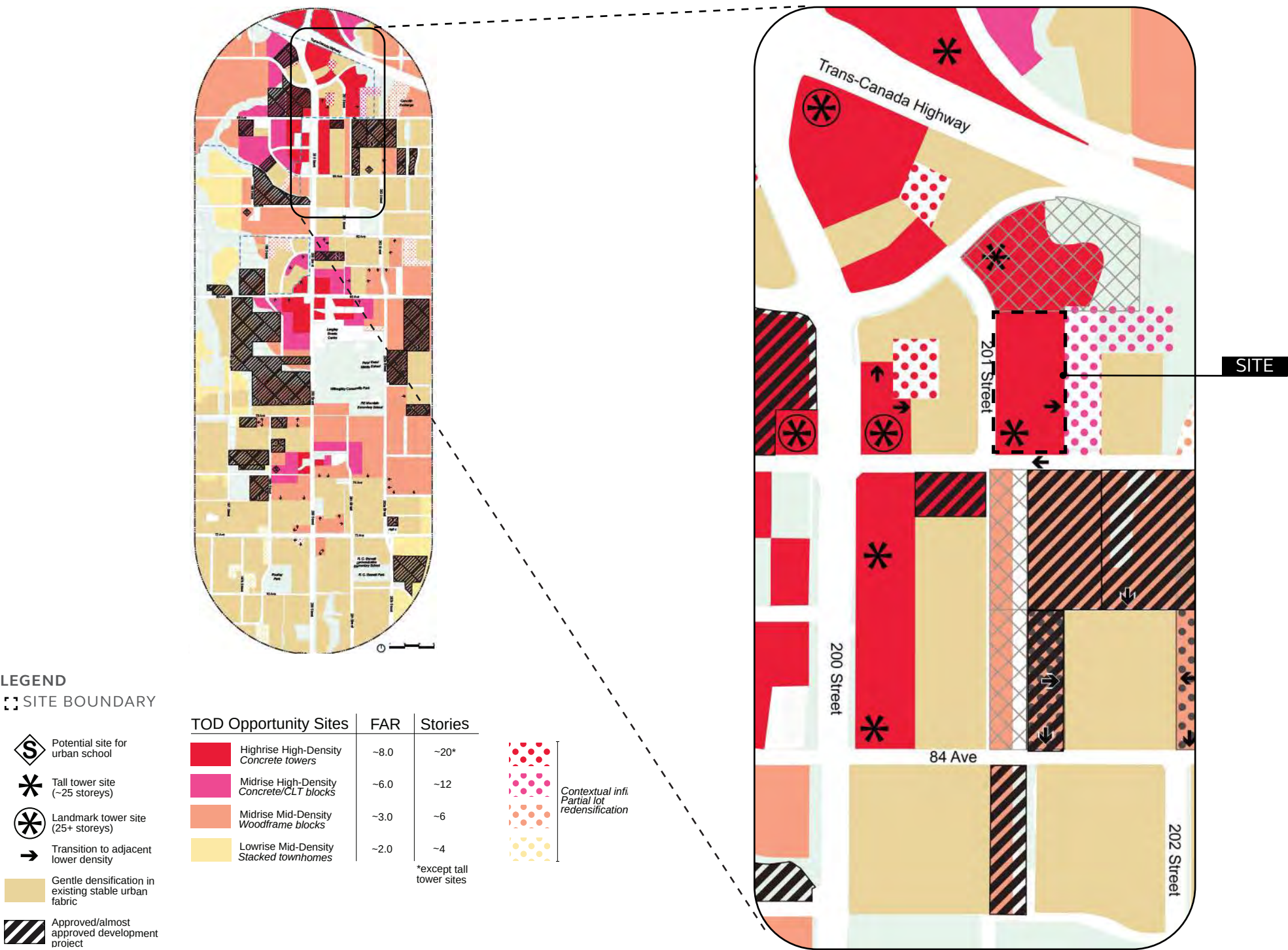
Land Use Designation

The 200 Street 2040 Strategy is not yet adopted, but is before Council for final consideration. The Strategy, if adopted, will update permitted land uses and densities along this important corridor to reflect expanded rapid transit.

Within the 200 Street 2040 Strategy, the site is designated as “High Rise High-Density”. High Rise High-Density designations are intended for areas near the future BRT stations and are intended to have the highest densities of all areas within the 200 Street Corridor.

High Rise High-Density areas are permitted:

- Base Density: 5.0 (Base)
- Density with Bonus: 8.0+
- Height: 20 Storeys +



Proposed Land Use Designation

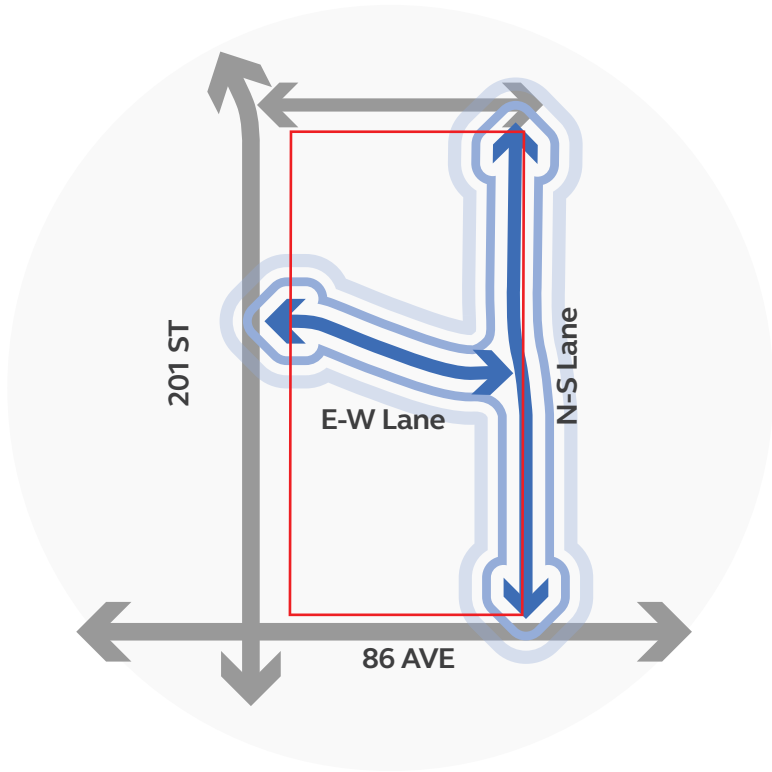
Criteria	Carvolth Neighbourhood Plan	200 Street 2040 Strategy	Proposed
Land Use Designation	Office Mixed Use I in the Carvolth Neighbourhood Plan	High Rise High-Density	High Density Mixed-Use
Allowable Uses	Office, Retail, Light Industrial	N/A	Residential, Retail
Height	3 storey minimum / no maximum	20+ Storeys	36-39 storeys (4 towers)
Density (FSR)	2.5	5.0 (base) / 8.0+ (with density bonus)	8.0
Podium Height	N/A	N/A	6 storeys
Separation Distance	40m face to face distance	N/A	40m face to face, 25m corner to corner
Residential Space	1 dwelling per lot and other residential use not permitted as per OCP	N/A	1,682 residential units
Commercial / employment space	Max. 1,000m ² (10,764 ft ²) Retail and services at grade	N/A	1,158m ² (12,463 ft ²) Small retail spaces at grade



03 DESIGN RATIONALE

3.1 Design Directives

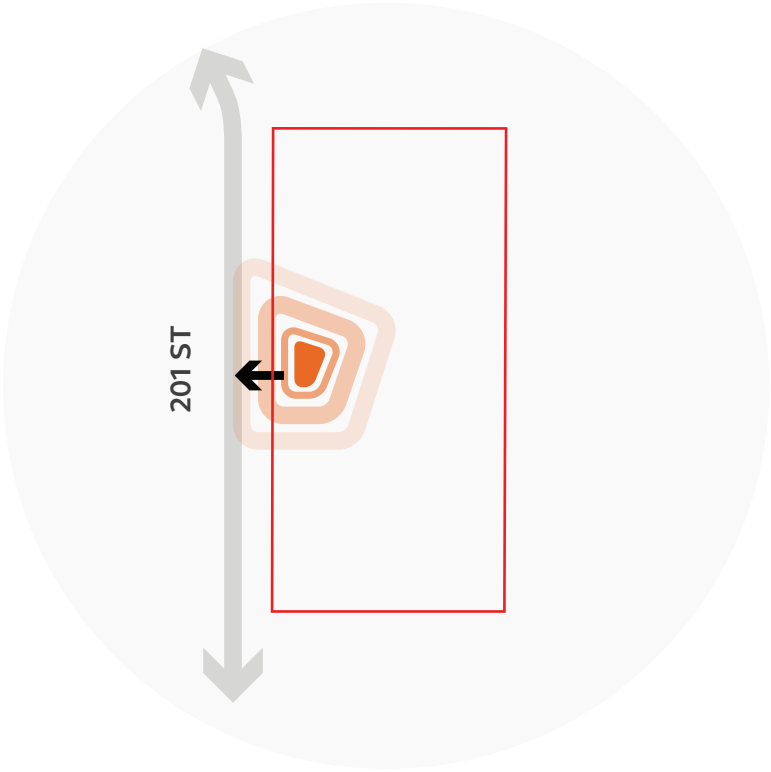
“A Place With a Community Heart”



01

Flexible Street Pattern

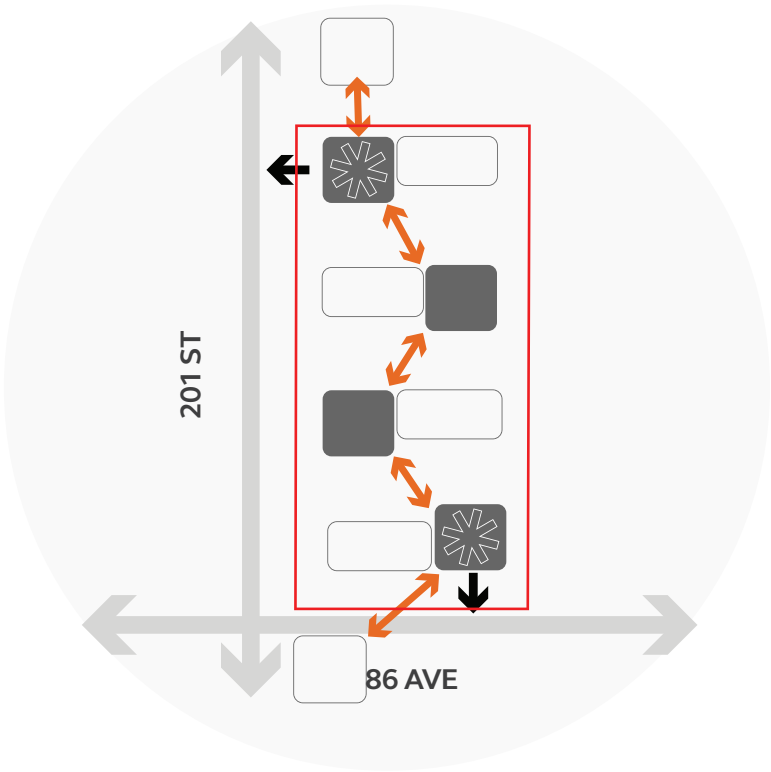
Create a porous street network that allows vehicular, pedestrian and bike circulation across the site.



02

Create a Central Heart for the Community

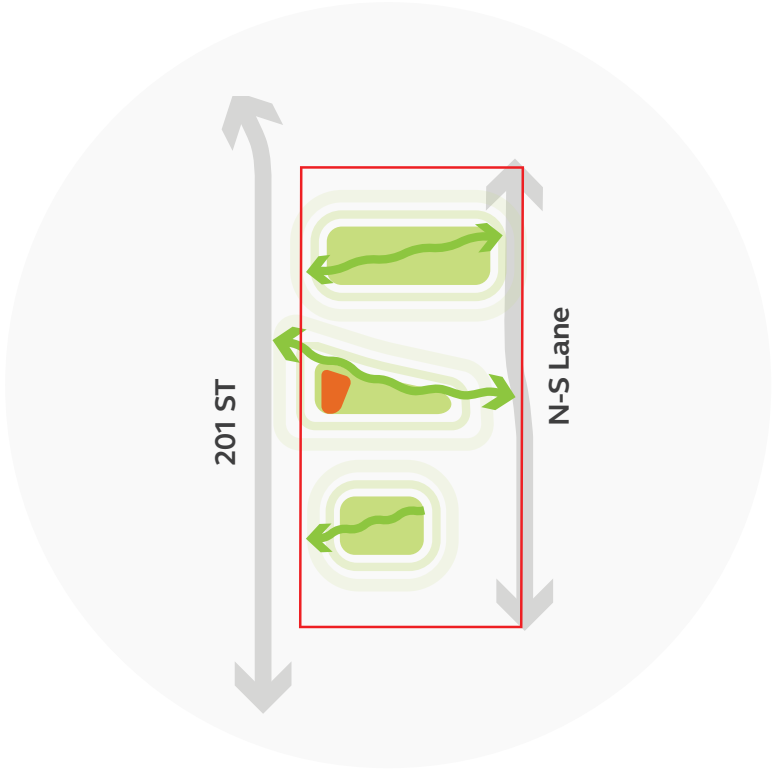
Create a community hub including art, patterning, and other expression of the three partner First Nations to function as a focal point for the community.



03

Adequate Tower Separation and Heights

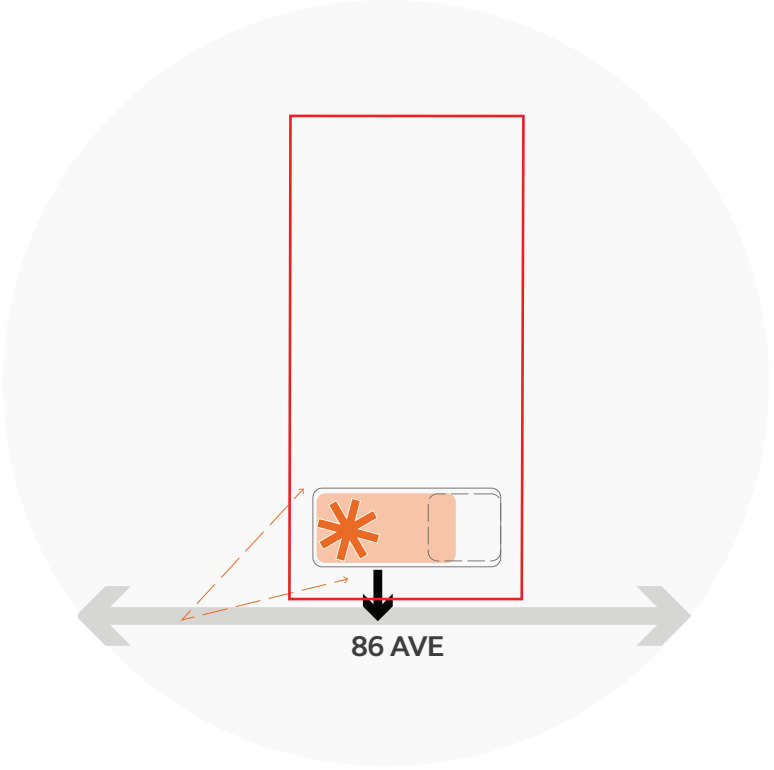
Create an adequate density transition and tower separation distances across the site.



04

Legible Open Space Hierarchy

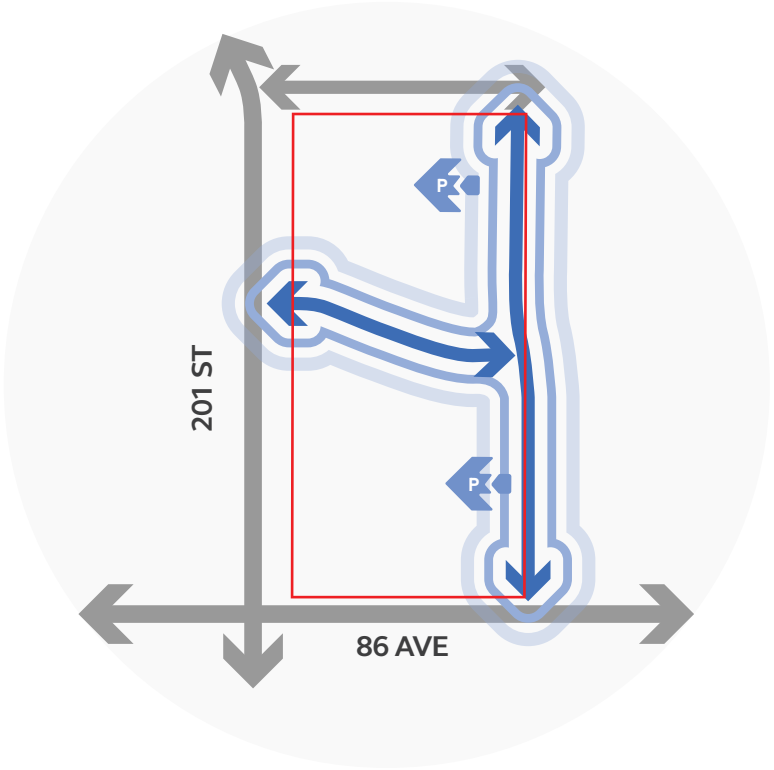
Create a strong relationship between the different open spaces and the community hub at the center of the site.



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 for sufficient vehicle circulation and access to parking including effective loading access.

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 3 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

This site is ideally located within the 200 Street Corridor Draft Plan 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 1,682 units of housing towards the Township of Langley’s housing needs, 40% of which are intended to be 2- and 3- bedroom units.

Transportation Connections

The site holds a prime location within the Township of Langley for access to public transportation services, falling within walking distance of both the new 200 Street BRT station at 86th avenue and the existing 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.

The development of this site increases permeability of the street grid while providing substantial access to transit for residents.

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. This is clear through the dedicated community facility which will acts as gathering space for the KKS nations within the Township of Langley - something not currently seen within the urban areas of the Township.

This spills out into the public realm, creating a unique sense of connection to these nations across the site. Outside the community facility is a plaza corner, which could be used for spill-out for the gathering space. This corner would be the primary cultural point of focus, with artwork and patterning to build a sense of connection to the traditional land owners.

Outdoor amenities in the private and semi-private open spaces would 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.

Alignment with Tall Building Guidelines

This site is subject to Development Permit Area ‘M’ in the Carvolth Neighbourhood Plan, including subsequent guidelines for Tall Buildings (3.4.9).

We have analyzed the standards within this policy and indicated where we are in compliance, where we will develop to be in compliance in a later stage of the project, and where we will be seeking a relaxation of these standards in order to ensure we reach the Guiding Principles and Overall Approach described previously.

Further description of how the site meets the intent of these policies is provided on the following pages.

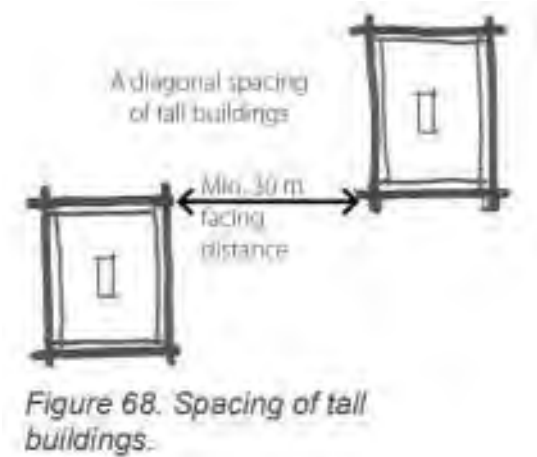


Figure 3.13 40m face-to-face separation requirement with a 30m corner-to-corner condition.

Policy	Compliance	Explanation
<i>An open spacing of tall buildings should be maintained to ensure adequate light, air, access and views for residents.</i>	✓	The open space between buildings provides sufficient access to sunlight and ventilation, as well as views of semi-private spaces for residents to enjoy. Towers exceed face-to-face distances, maximizing views in most directions.
<i>The minimum facing distance between tall buildings should be 40m.</i>	✗	The site plan provides over 40m face-to-face conditions on-site, but 30m conditions to some buildings in applications on adjacent sites.
<i>Implied policy: The minimum corner-to-corner distance between tall buildings should be 30m. (From Figure 68. Spacing tall buildings)</i>	✗	The site plan provides a minimum of 25m for a corner-to-corner distance.
<i>The placement of tall buildings should achieve a diagonal spacing to avoid tall buildings looking directly into each other.</i>	✓	Towers are placed in a diagonal configuration ensuring alternate views to private open space and surrounding vistas.
<i>Tall buildings should have a maximum floor plate size of 700 sq. m.</i>	✗	All tower footprints are 769 sq. m to meet new BC Building Code requirements, including accessible units.
<i>Tall buildings should have a maximum floor plate width of 24 m</i>	✗	Proposed tower widths are 24.6m and 31.2m to achieve the required floor plate.
<i>The bulk of towers should be minimized using vertical and horizontal articulation, for example, by incorporating changes of plane, stepped terraces or modulated plan and facade forms.</i>	➡	The bulk of towers will be further articulated in each DP application.
<i>Tall buildings should have a maximum height of 50 m, excluding appurtenances and mechanical equipment.</i>	✗	Tower heights vary from 112m to 121m in alignment with the 200 Street 2040 Plan and recent nearby development applications.
<i>Tall buildings should generally be aligned parallel to the street in a north-south direction.</i>	✓	Tall buildings are generally aligned parallel to the street in a north-south direction.
<i>New developments with tall buildings should incorporate a base building sited and scaled to complement adjacent buildings and to create a strong street edge definition. (See section Street Definition Guidelines, section 3.3).</i>	✓	Podiums create a strong street edge along 86th Ave, the south portion of 201 Street, and the internal street.
<i>Tall buildings should incorporate ground floor uses that have views into and, where possible, access to, adjacent streets, parks and open spaces.</i>	✓	Access to adjacent streets is limited in the south parcel to accommodate the size of the grocery store. Where possible, ground floor uses provide a view along adjacent streets and into plazas and open spaces.
<i>Tall buildings should be set back a minimum of 5 m from the fronting public street or open space, while still achieving good address on the fronting public street or open space.</i>	✗	Some towers are setback 4.5 m from public streets after road dedication to ensure corner-to-corner setbacks, but all provide a strong public street frontage.
<i>Tall building address should be achieved by stepping back the base building (podium) at the primary entrance of tall buildings to allow the tall building to meet the street and by locating main building entrances so that they are clearly visible and directly accessible from the public sidewalk, plaza or other open space.</i>	✓	All towers have direct access to the street, and through further design development into the DP phase, will have articulation at the building entrances.
<i>An interesting and varied roof form should be achieved, for example, by incorporating a top pent house or amenity space to conceal appurtenances and mechanical equipment.</i>	➡	The architectural detail of roof elements would form part of the DP application

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 conditions achieved on site are 73.6m and 73.1m, with the towers placed in a staggered pattern to avoid the majority of face-to-face conditions all together. 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 conditions are between 25.4m and 25.9m face-to-face on all internal conditions. We believe that this is still a viable corner-to-corner setback if 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.

Tall Building Guidelines in Lower Mainland Municipalities

Our team has researched the face-to-face and corner-to-corner setbacks in neighbouring municipalities. The Township of Langley’s policies are often much more restrictive than current conditions in other urban spaces.

MUNICIPALITY	FACE-TO-FACE (m)	CORNER-TO-CORNER (m)
City of Vancouver	24.4	24.4
City of North Vancouver	30.48	30.48 (24.38*)
City of Burnaby	30	25
City of Surrey	50	30
City of New Westminster	27.4	27.4
City of Richmond	35 (24*)	n/a
City of Delta	Approved on a project-by-project basis	Approved on a project-by-project basis
City of Coquitlam	25	25
City of Port Coquitlam	Approved on a project-by-project basis	Approved on a project-by-project basis
City of Port Moody	45 (28*)	30.5 (28*)

**Minimum standards for tower separations may be reduced on a case-by-case basis, but in no case should towers be any closer than the lower value presented.*

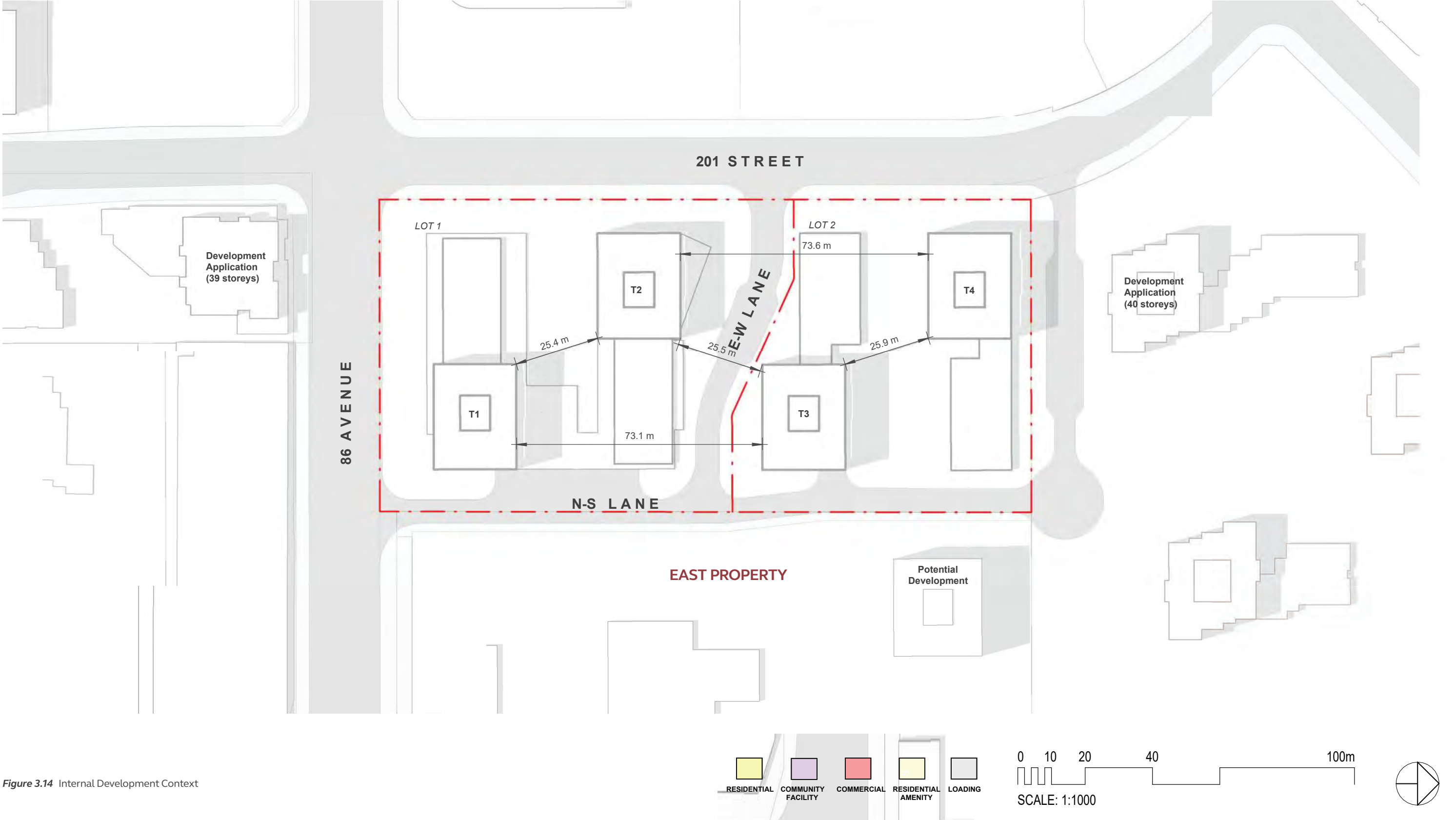


Figure 3.14 Internal Development Context

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:

SOUTH 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 86th ave want to densify in the future, there should also be no setback concerns.

WEST 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 very 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 we use the same rationale as internally on the site, that by maximizing face-to-face distances between the tower, a smaller corner-to-corner distance still allows 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.

NORTH 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.

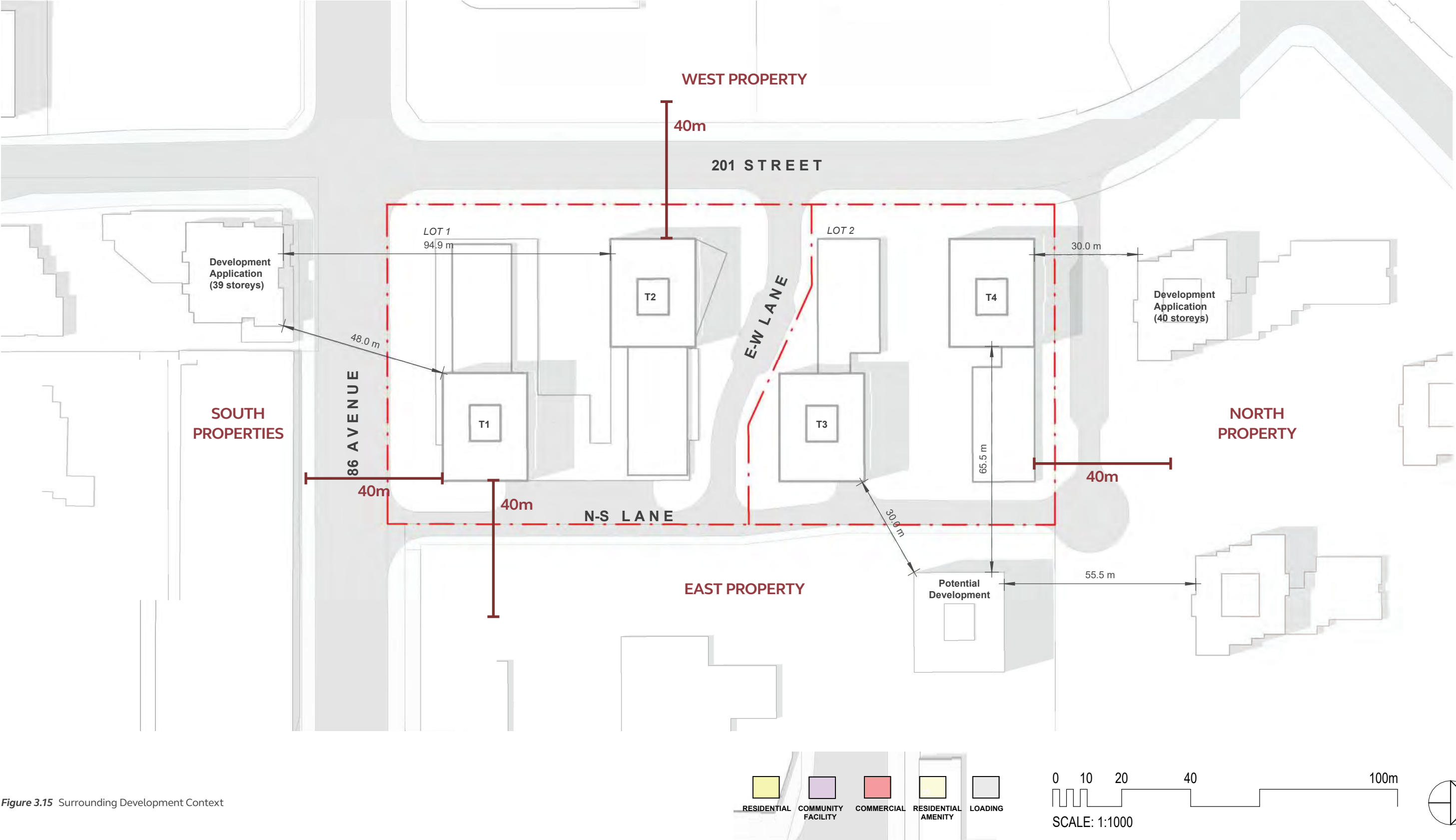


Figure 3.15 Surrounding Development Context



04 DEVELOPMENT CONCEPT

4.1 Site Plan

The proposed site plan provides new internal connections to major adjacent arterial roads, 86 Avenue and 201 Street. Given the proximity to the future BRT station on 200 Street, as well as the existing Carvolth bus exchange, the project emphasizes walkability to transit through the angled E-W connection.

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 E-W lane as a traffic-calmed and pedestrian-oriented space acting as the primary public outdoor space for the site. 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 along 86 Avenue.

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.

LEGEND

EXISTING PROPERTY LINE

NEW PROPERTY LINE

A

SMALL COMMERCIAL SPACES

B

COMMUNITY FACILITY (GATHERING SPACE)

C

SEMI-PRIVATE OPEN SPACE

Figure 4.16 Site Plan

4.2 Character Sketches



Figure 4.17 Aerial Artist Sketch of Site 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.



Figure 4.18 Artist Sketch of E-W Lane 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 small commercial space will activate major streets at 201 Street and 86 Avenue.

USE	FSR AREA (sq m)	FSR AREA (sq ft)	UNITS	PARKING
Commercial	1,100	11,840		31
Community Facility	296	3,191		-
Residential	126,908	1,366,014	~1,682	~1,450
Totals	128,304	1,381,045	~1,682	~1,481

FSR	SITE AREA (sq m)	SITE AREA (sq ft)	FSR AREA (sq m)	FSR AREA (sq ft)
8.0	16,038	172,627	128,304	1,381,051
SITE COVERAGE	44.6%			

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

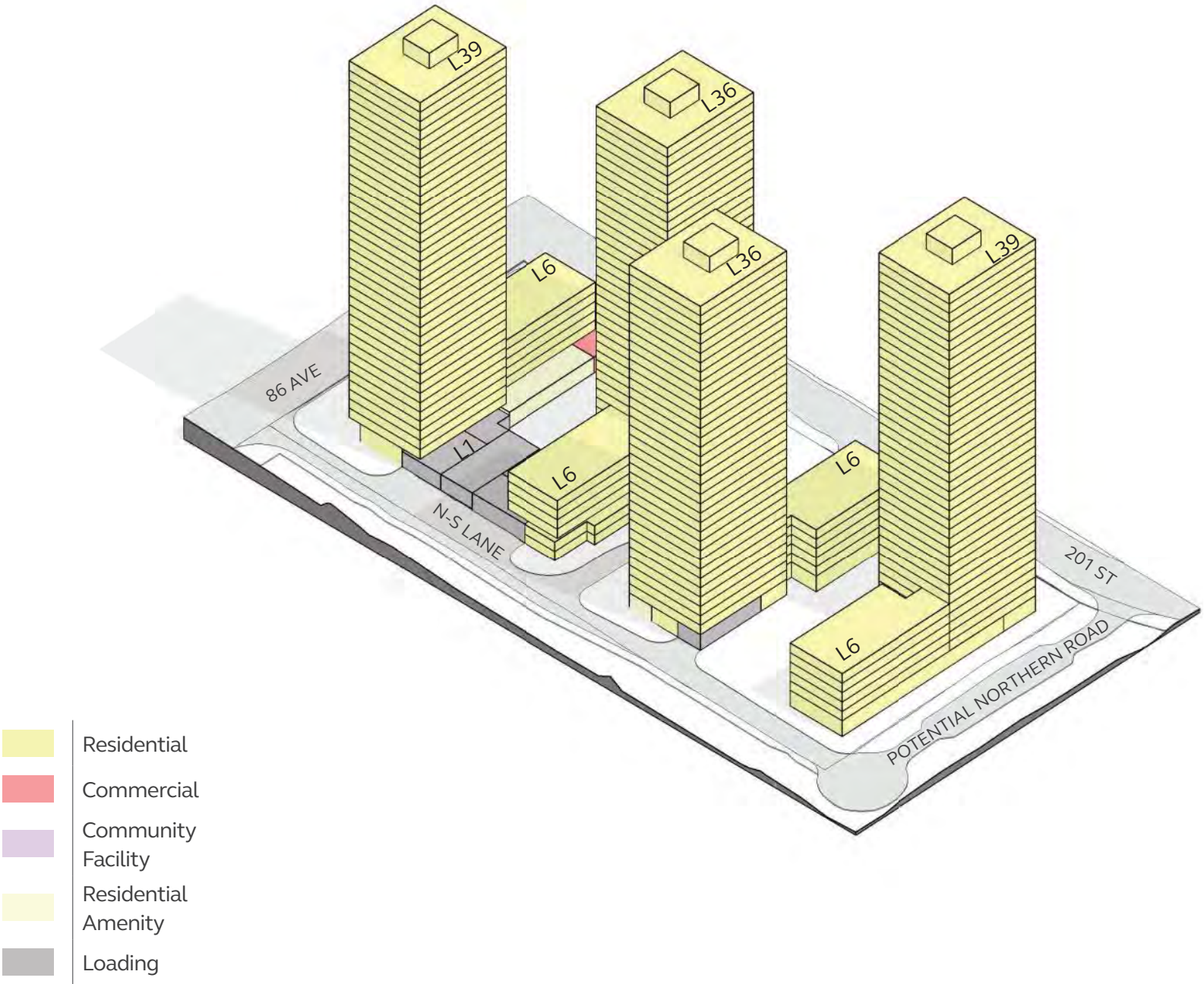


Figure 4.19 Land Use Plan

4.4 Phasing

Subdivision Plan

PARCEL	PARCEL AREA (sq m)
Phase 1	9,001
Phase 2	7,037
Total	16,038

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

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.

- LEGEND
- EXISTING PROPERTY LINE
 - NEW PROPERTY LINE
 - PHASING LINE
 - PHASE 1
 - PHASE 2

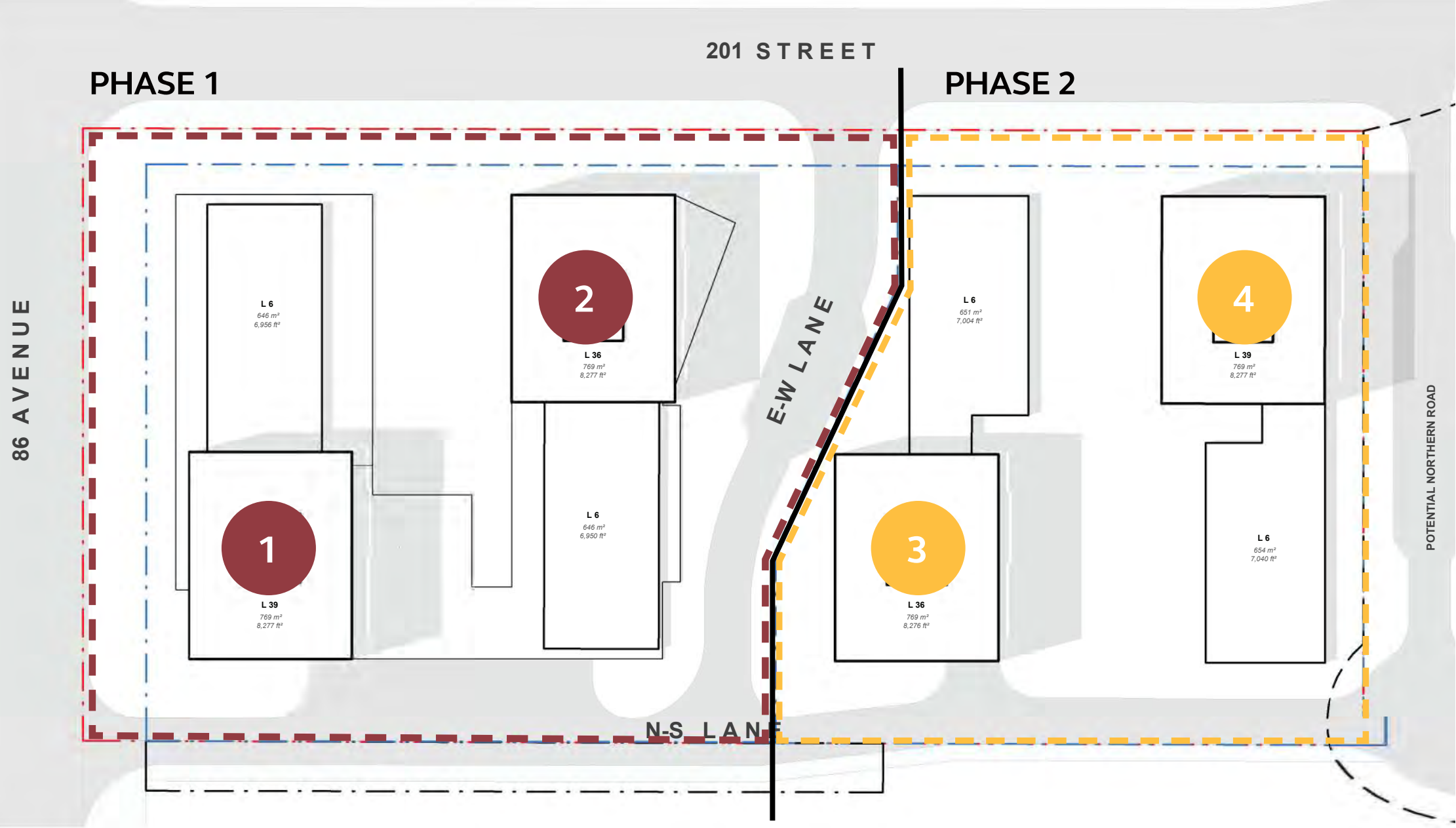


Figure 4.20 Phasing Diagram

Phase 1

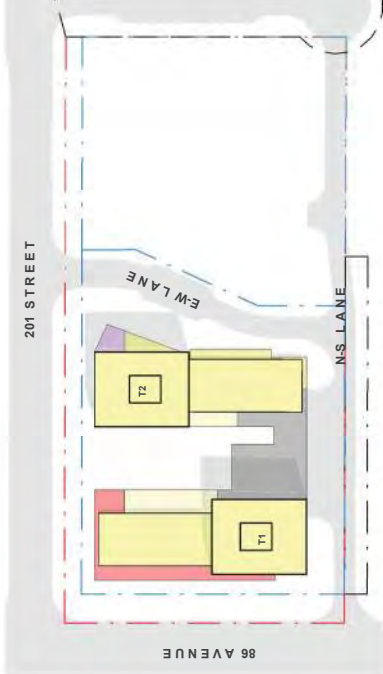
The proposed land use areas, number of parking stalls provided, and unit mix and number for this parcel are as follows:

USE	FSR AREA (sq m)	FSR AREA (sq ft)	PARKING STALLS
Residential	62,970	677,803	780
Community Facility	296	3,191	-
Commercial	1,100	11,840	31
Total	64,366	692,834	811

UNIT TYPE	APPROXIMATE TOTAL UNITS	APPROXIMATE % OF UNITS
1-Bedroom	505	60%
2-Bedroom	243	29%
3-Bedroom	93	11%
Total	841	

- Unit estimation assumes an 85% efficiency on the total FSR Area.
- 10% of total units are assumed to be adaptable and unit details will be further developed to meet BCBC updates.

LOT COVERAGE	47.9%
LOT FSR	7.15



- Residential
- Commercial
- Community Facility
- Residential Amenity
- Loading

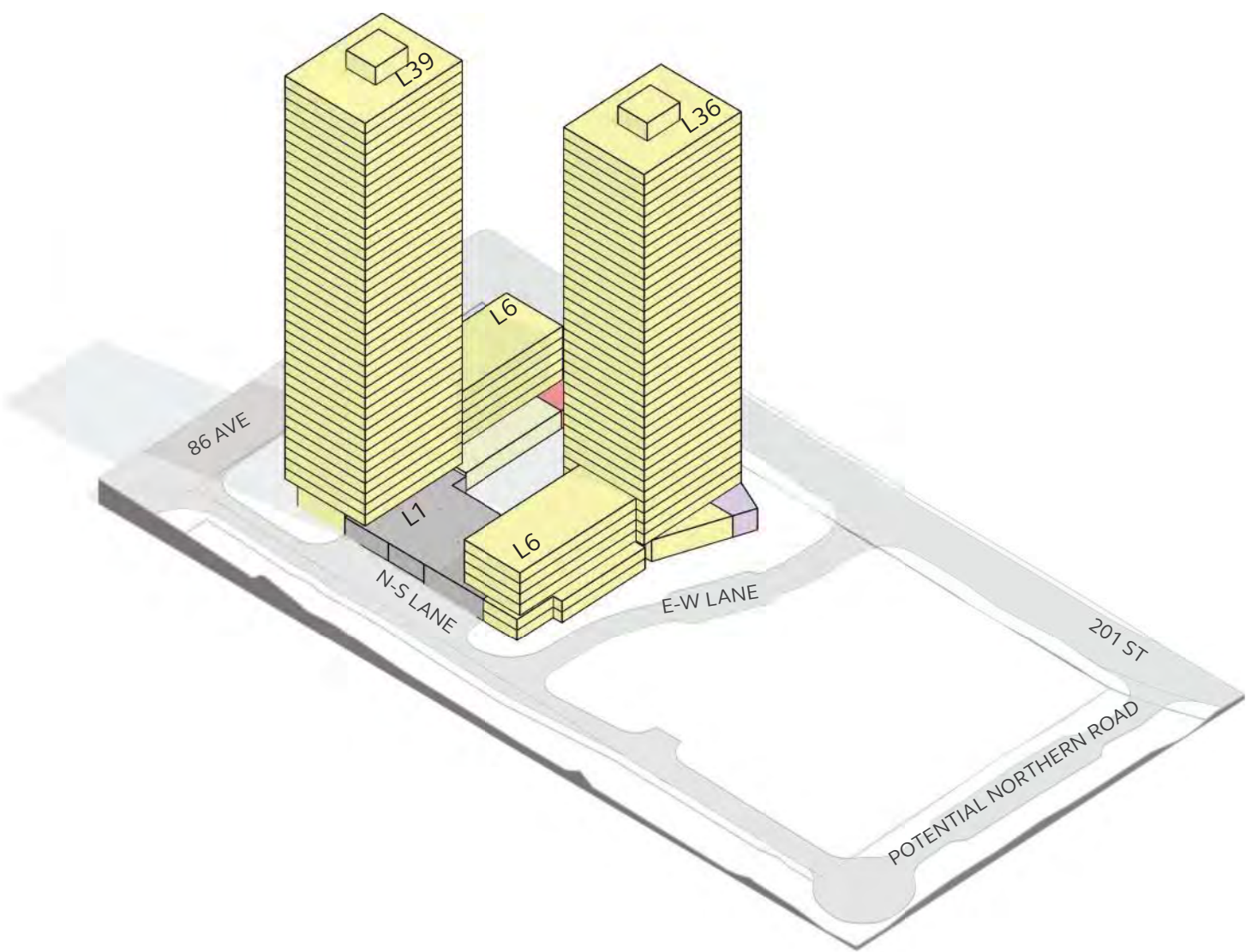


Figure 4.21 Axonometric Land Use Diagram

Phase 2

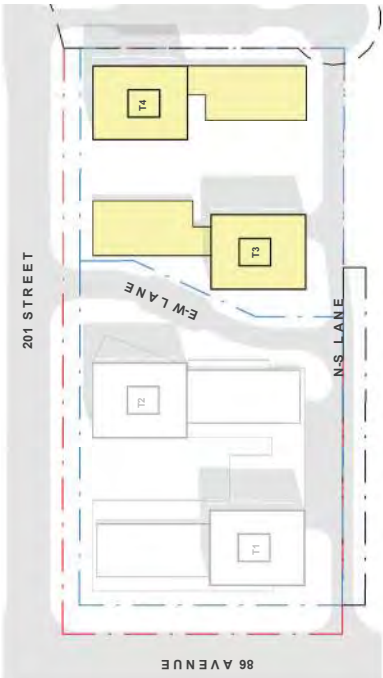
The proposed land use areas, number of parking stalls provided, and unit mix and number for this parcel are as follows:

USE	FSR AREA (sq m)	FSR AREA (sq ft)	PARKING STALLS
Residential	63,937	688,211	670
Total	63,937	688,211	670

UNIT TYPE	APPROXIMATE TOTAL UNITS	APPROXIMATE % OF UNITS
1-Bedroom	505	60%
2-Bedroom	243	29%
3-Bedroom	93	11%
Total	841	

- Unit estimation assumes an 85% efficiency on the total FSR Area.
- 10% of total units are assumed to be adaptable and unit details will be further developed to meet BCBC updates.

LOT COVERAGE	40.4%
LOT FSR	9.09



- Residential
- Commercial
- Community Facility
- Residential Amenity
- Loading

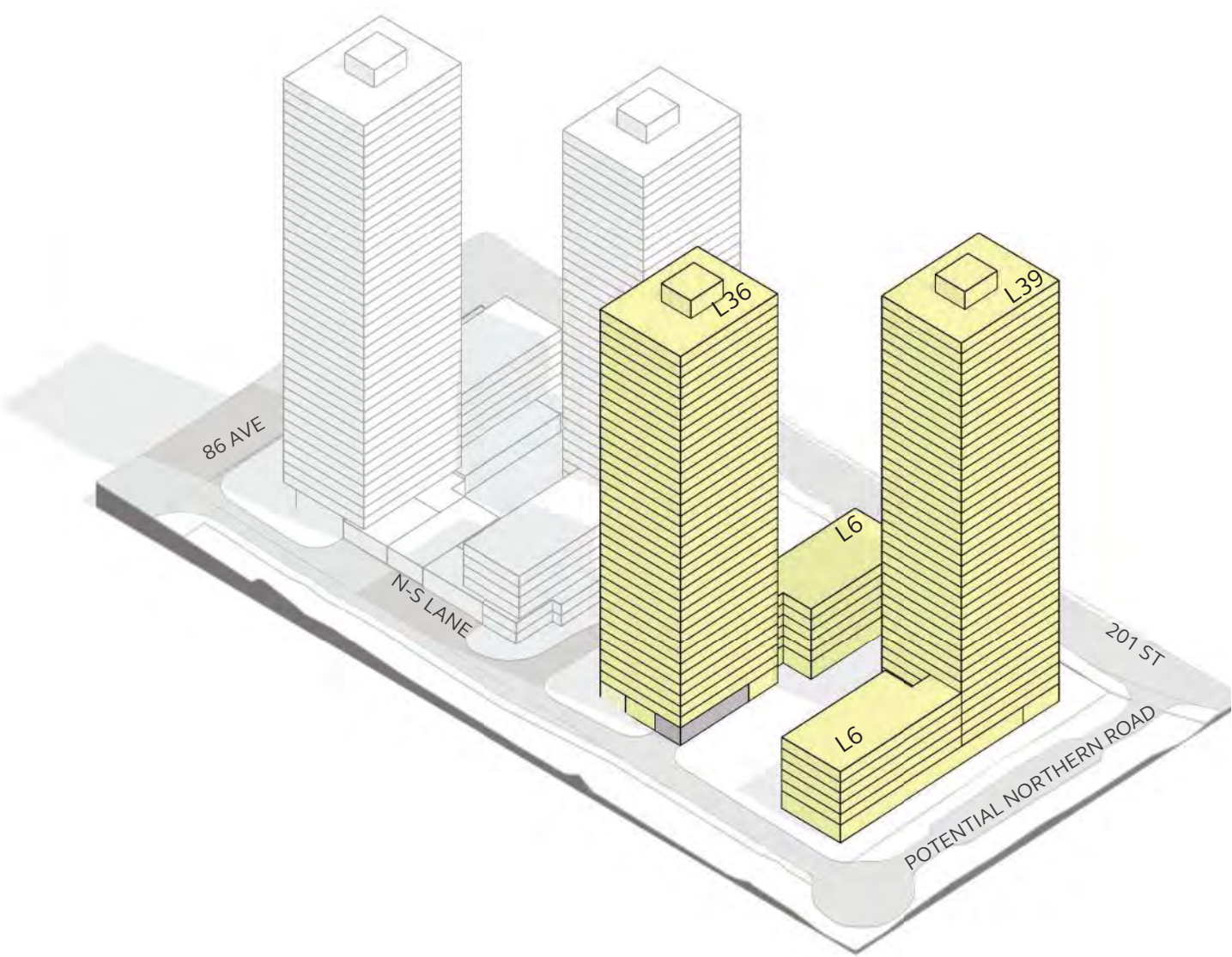


Figure 4.22 Axonometric Land Use Diagram

4.5 Ground Level Plan

Phase 1 proposes approximately 1,158m² of commercial space at grade, providing active frontages along 86 Avenue and 201 Street near their intersection. Loading for this commercial space is located off the N-S lane.

Along the E-W lane, 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 a small internal plaza along the E-W lane for spill-out space.

Ground-oriented units with individual front doors, possibly acting as live-work units, face the E-W lane to create an active street face.

Phase 2 provides a semi-private courtyard space between the buildings that acts as a secondary east-to-west passage on the site. Amenity in Tower 4 spills out into this green space along 201 Street.

The N-S lane acts as servicing for all residential and commercial parking.

- Existing property Line
- New property Line
- Residential
- Commercial
- Community Facility
- Residential Amenity
- Loading



Figure 4.23 Ground Floor Plan

4.6 Circulation

Vehicular Circulation

The vehicle circulation will create an urban street grid from a large, disconnected block. The street grid is intended to provide ease of access for local traffic 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 lane. The E-W lane also assumes a left turn median is to be included at 201 Street.

The site circulation strategy assumes that the proposed street on the application to the north of the site will complete the grid around the project, providing a future road dedication at the north of the site. Considerations for a possible turnaround point for this road are also currently included, if needed.

The N-S lane will provide the primary servicing access and access to underground parking.

- LEGEND
- EXISTING PROPERTY LINE
 - NEW PROPERTY LINE
 - ARTERIAL/COLLECTOR ROAD
 - FUTURE LOCAL ROAD
 - TWO WAY VEHICLE TRAFFIC
 - FOUR WAY INTERSECTION
 - RIGHT-IN/RIGHT OUT INTERSECTION
 - SIGNALISED INTERSECTION
 - ACCESS TO UNDERGROUND PARKING

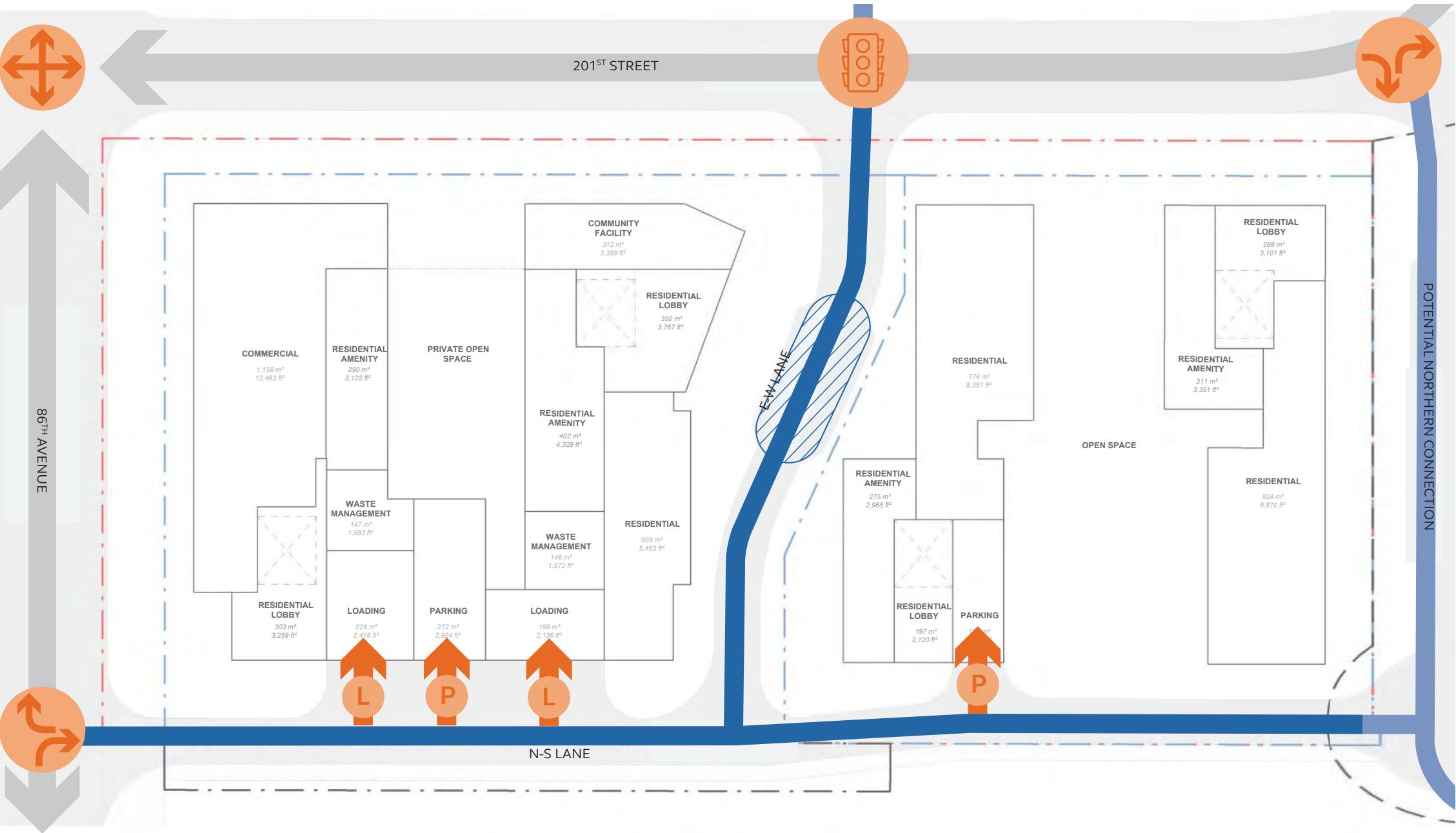


Figure 4.24 Vehicular Circulation Diagram

Vehicle Context

Adding the E-W lane and N-S 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

Figure 4.25 Vehicle Context Diagram

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 lane has a small 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.

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

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

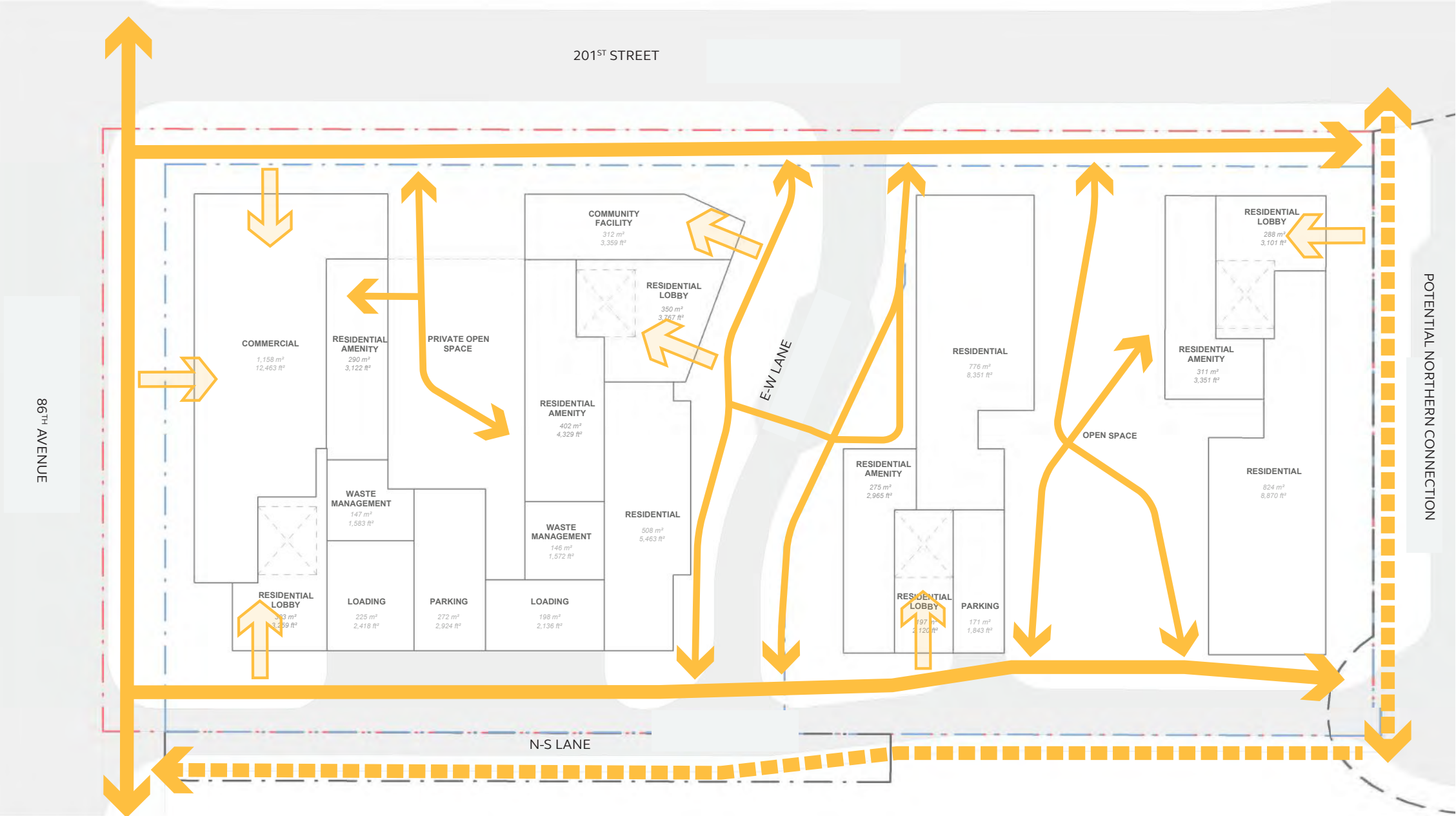


Figure 4.26 Active Transportation Diagram

Active Transportation Context

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 passed this watercourse to access the recreation area adjacent to Carvolth exchange, or north towards Highway 1.

New E-W and N-S linkages via the lane conditions to the large active transportation network in the Township of Langley will reinforce walkability and connection to nature. If the site to the north develops additional pedestrian connections to the environmental area, the site design of this site is well positioned to connect to these new trail connections.

LEGEND

SITE BOUNDARY

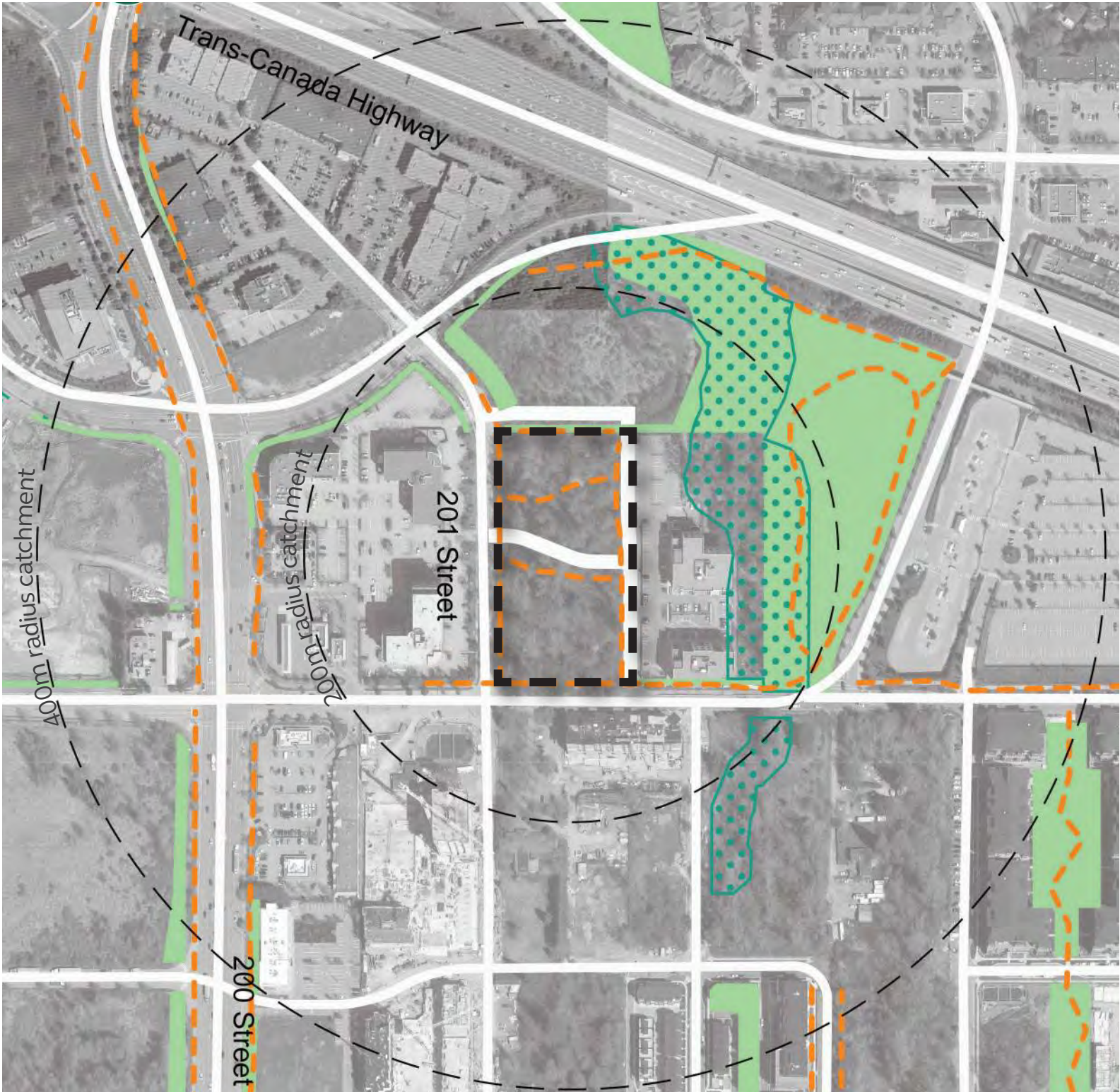
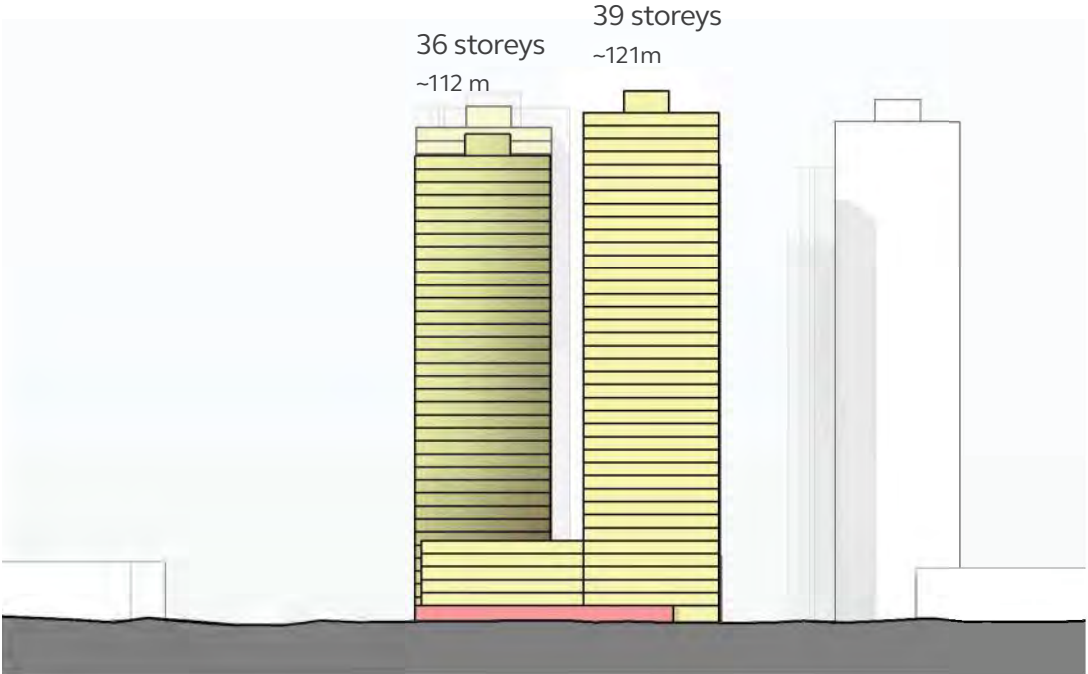
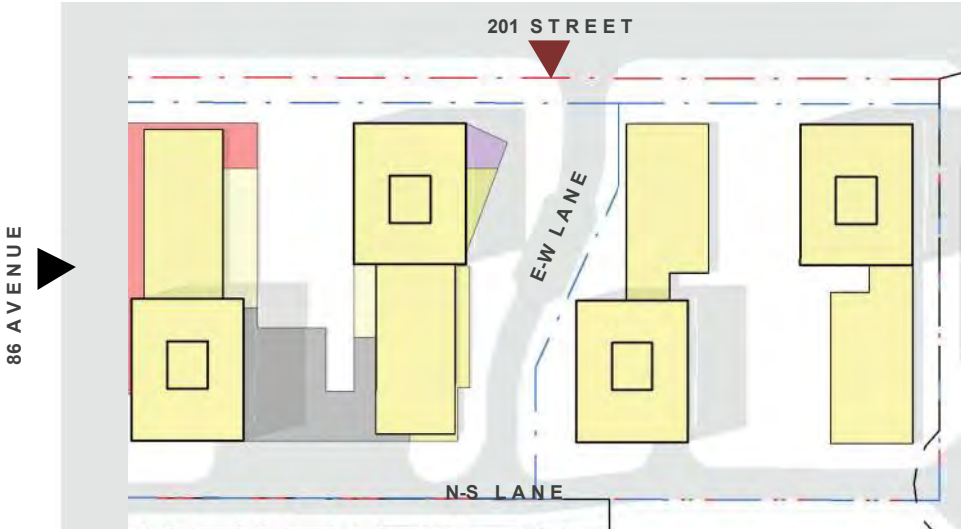
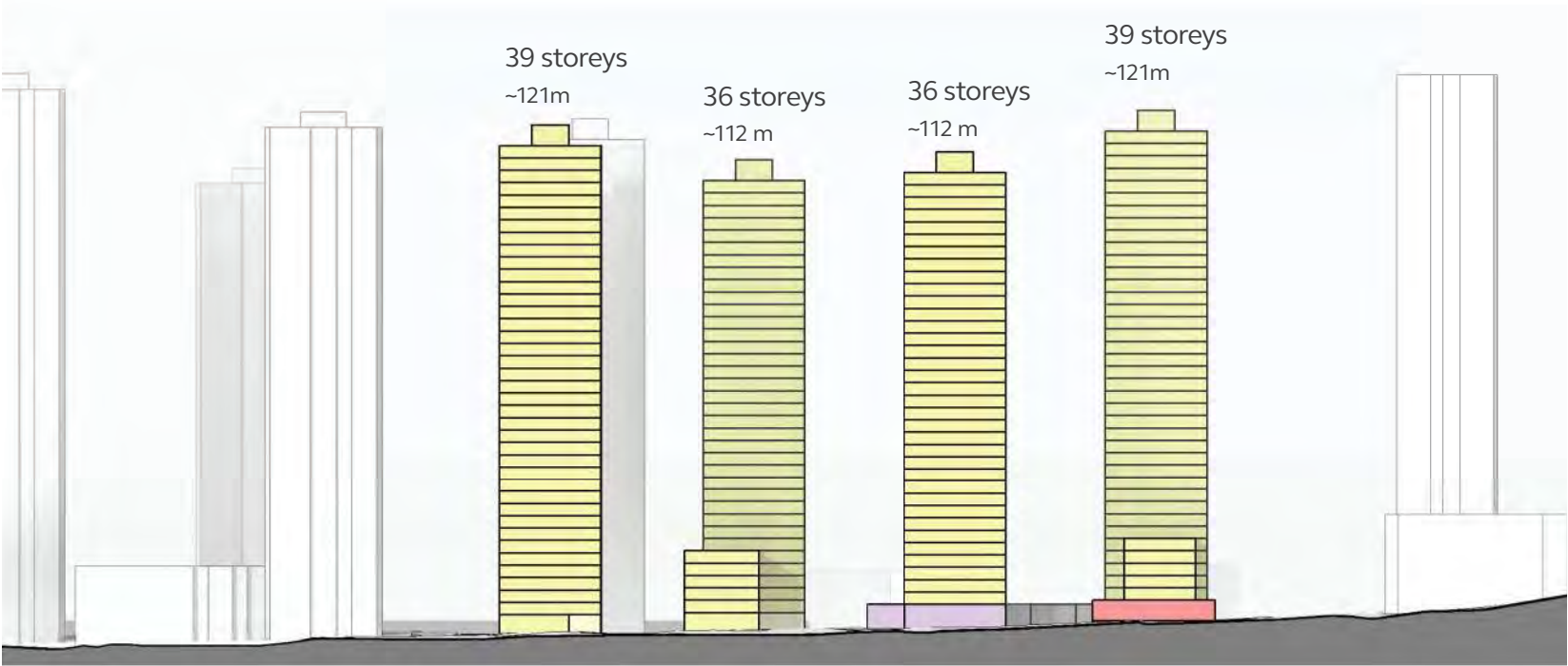
STREET NETWORK

Figure 4.27 Active Transportation Context Diagram

4.7 Elevations



► 86th AVENUE

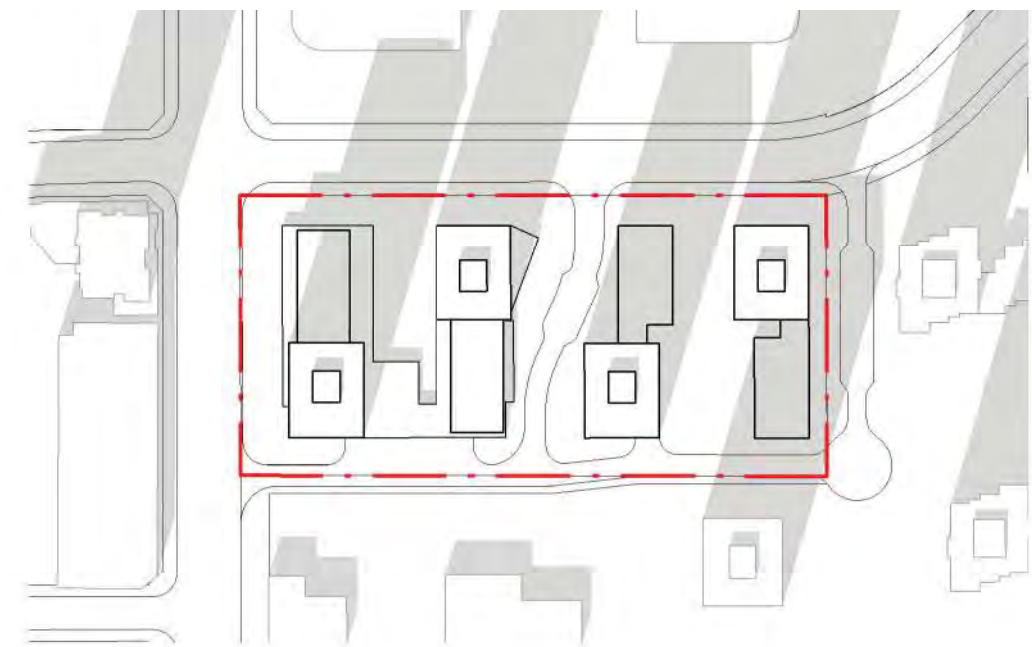


► 201st STREET

- Residential
- Commercial
- Community Facility
- Residential Amenity
- Loading

4.8 Shadow Analysis

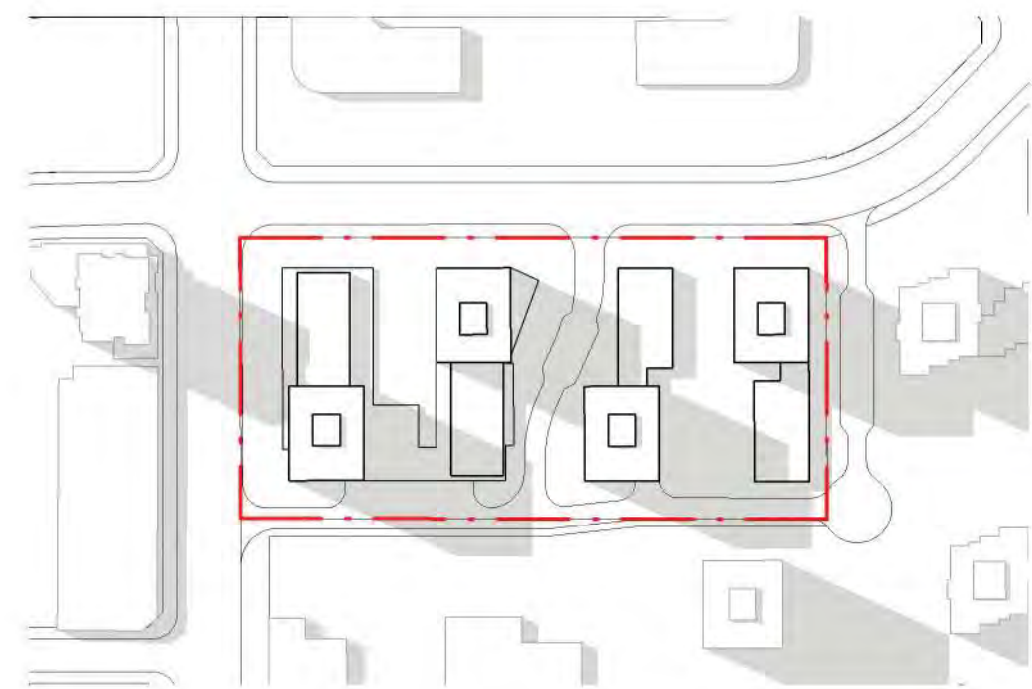
SUMMER



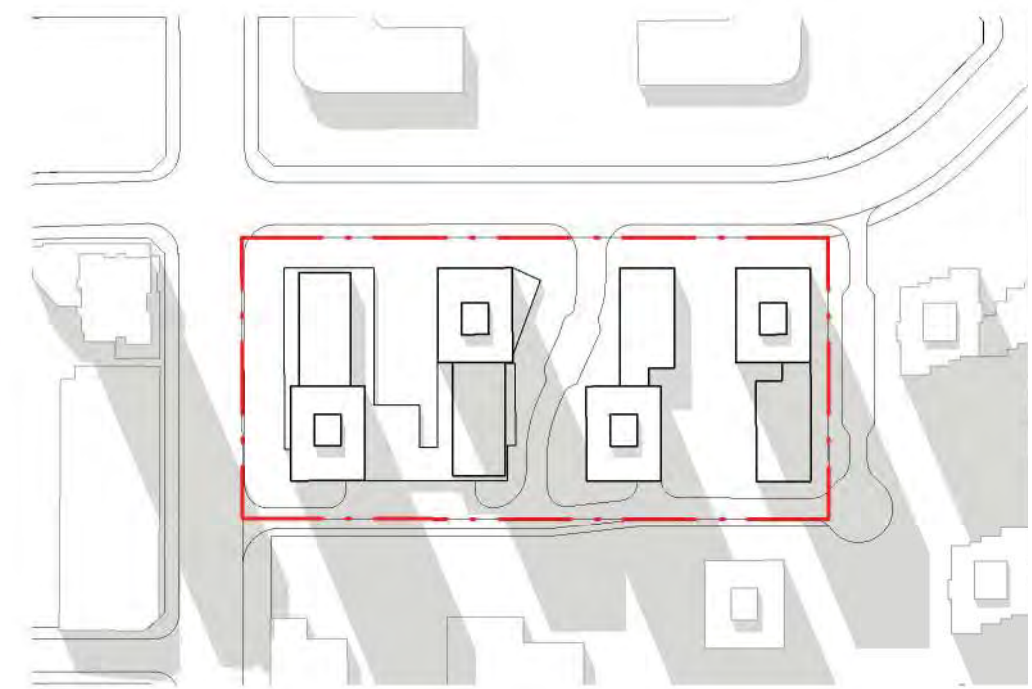
① SUMMER 1000



② SUMMER 1200

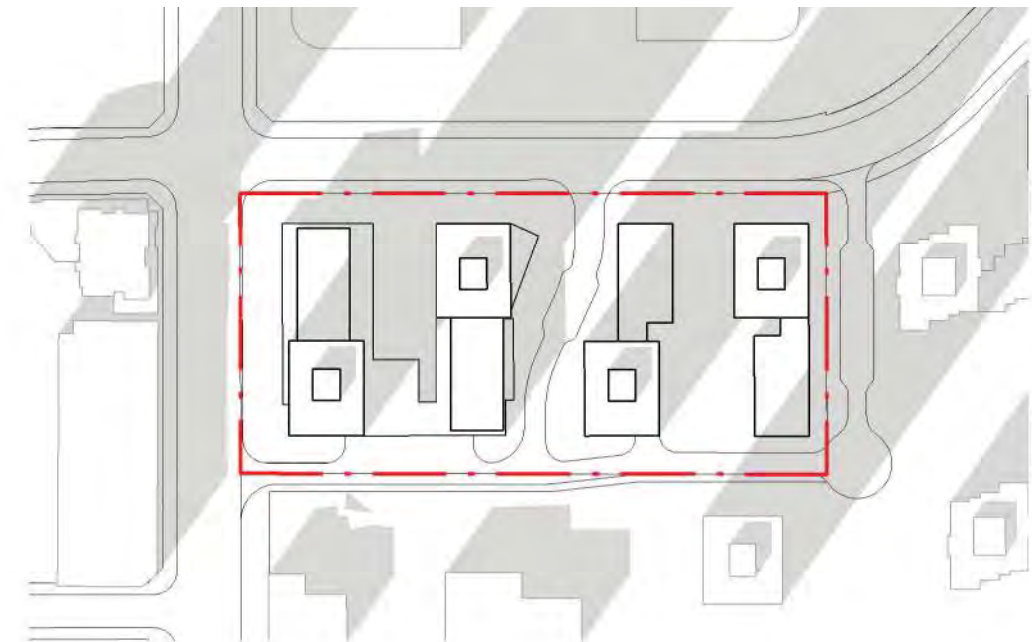


③ SUMMER 1400



④ SUMMER 1600

EQUINOX



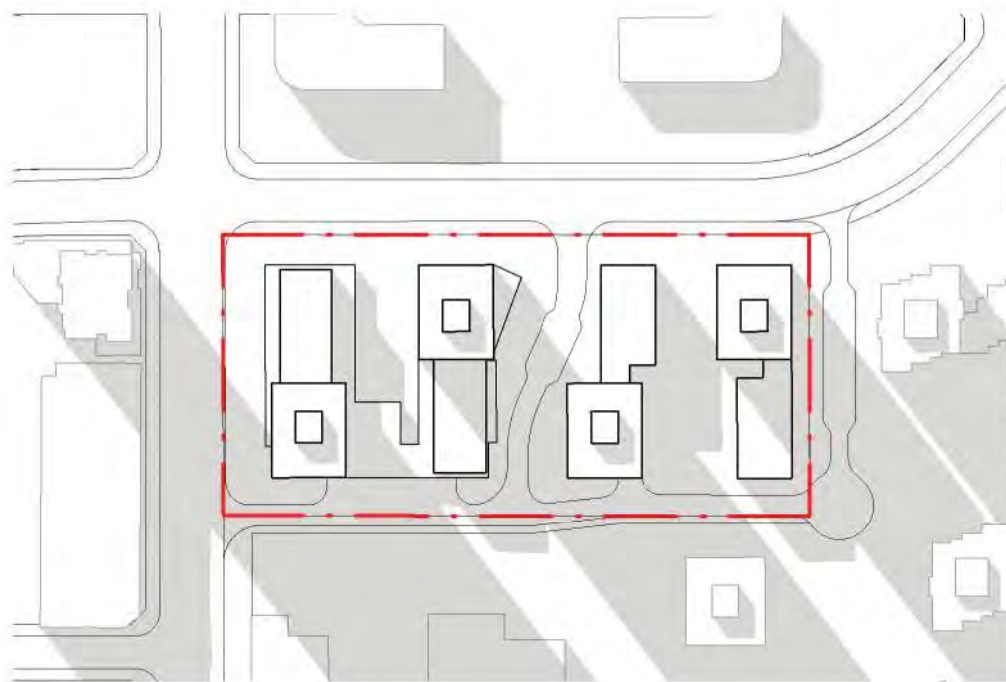
① EQUINOX 1000



② EQUINOX 1200



③ EQUINOX 1400

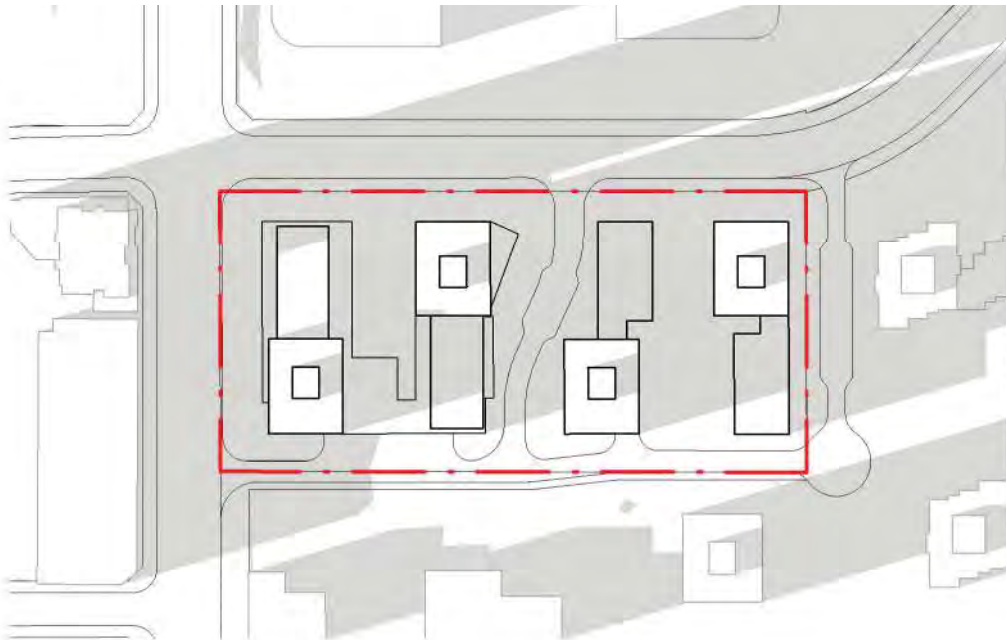


④ EQUINOX 1600

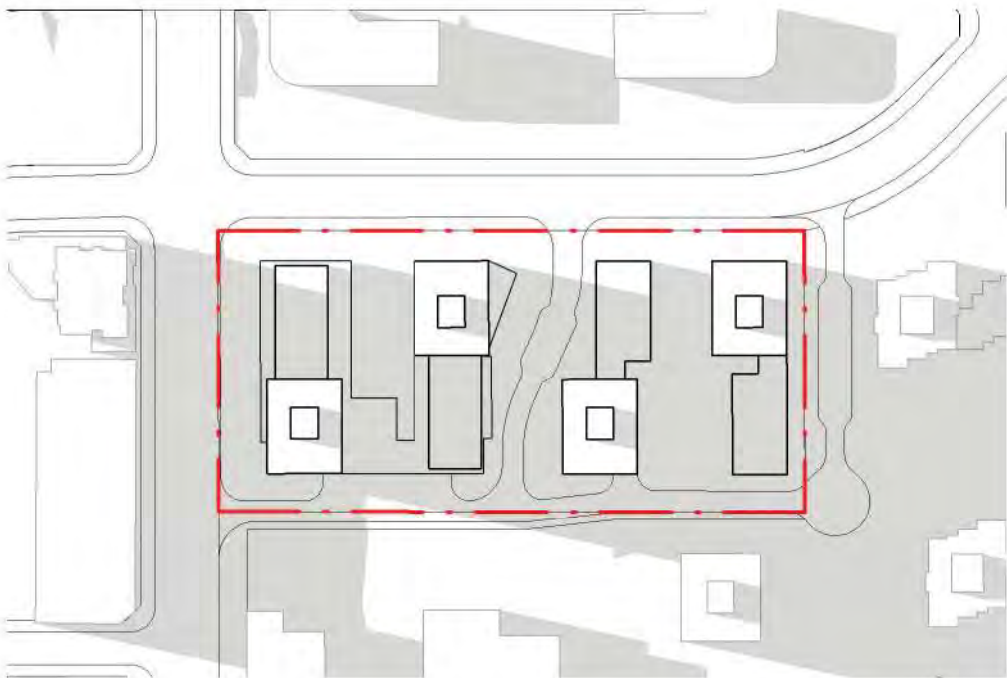
WINTER



① WINTER 1000



② WINTER 1200



③ WINTER 1400



④ WINTER 1600

4.9 Fire Access Plan





05 LANDSCAPE CONCEPT

5.1 Landscape Vision

INDIGENOUS REGALIA



TREES & SKY



BEAUTY OF WEAVING



FLOWERS
IN A FIELD

WATER

Figure 5.29 Precedent Images

5.2 Landscape Design

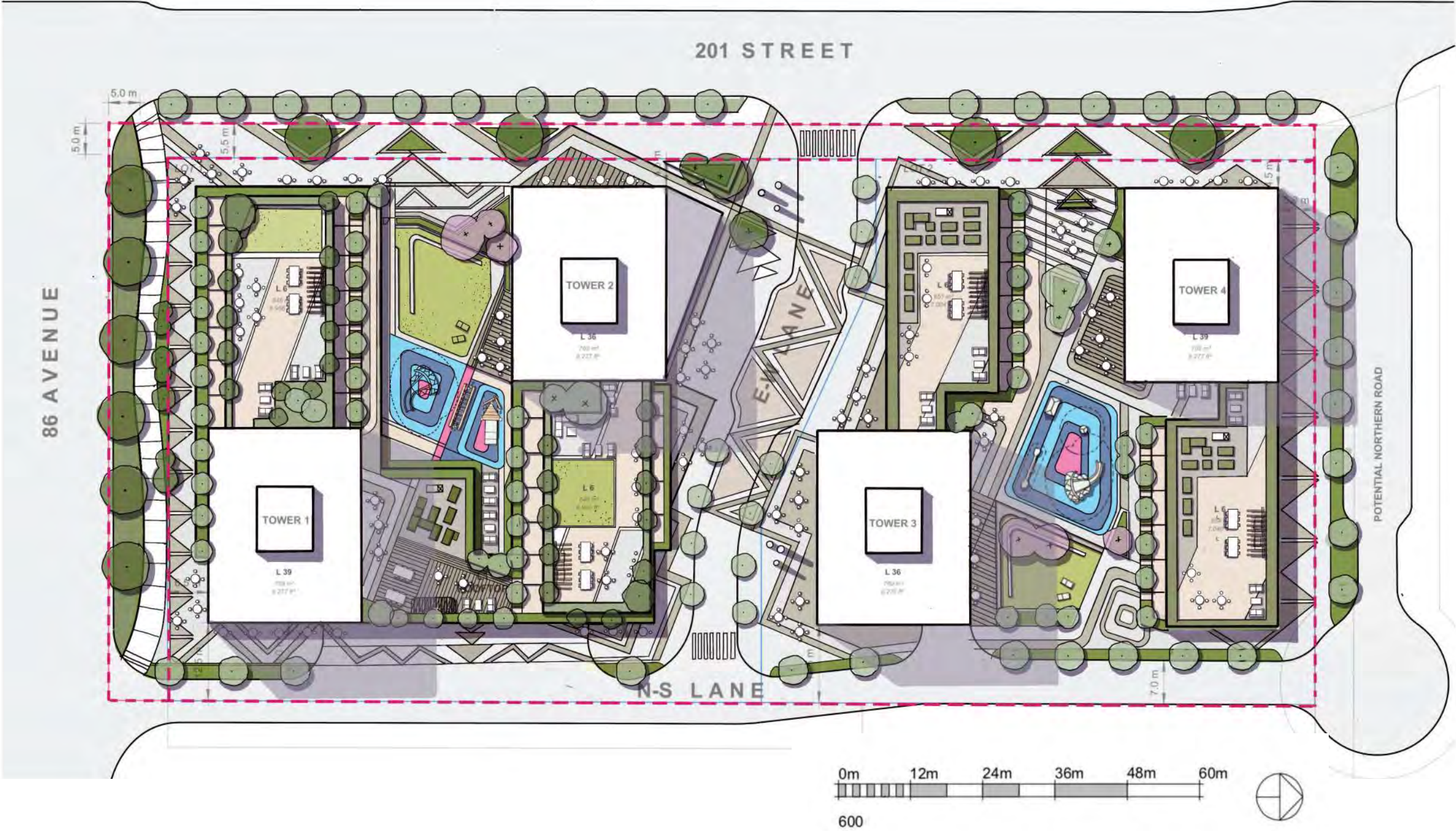


Figure 5.30 Landscape Site Plan

Site Plan - South

- 1 GREENWAY
- 2 PEDESTRIAN SIDEWALK
- 3 LOADING ENTRY
- 4 PARKADE ENTRY
- 5 CORNER PLAZA
- 6 RAISED CROSSWALK
- 7 TOWNHOME PATIO
- 8 PLAYGROUND
- 9 OUTDOOT KITCHEN
- 10 LOUNGE
- 11 SEATING AREA
- 12 LAWN
- 13 COMMUNITY GARDEN
- 14 OUTDOOR FITNESS

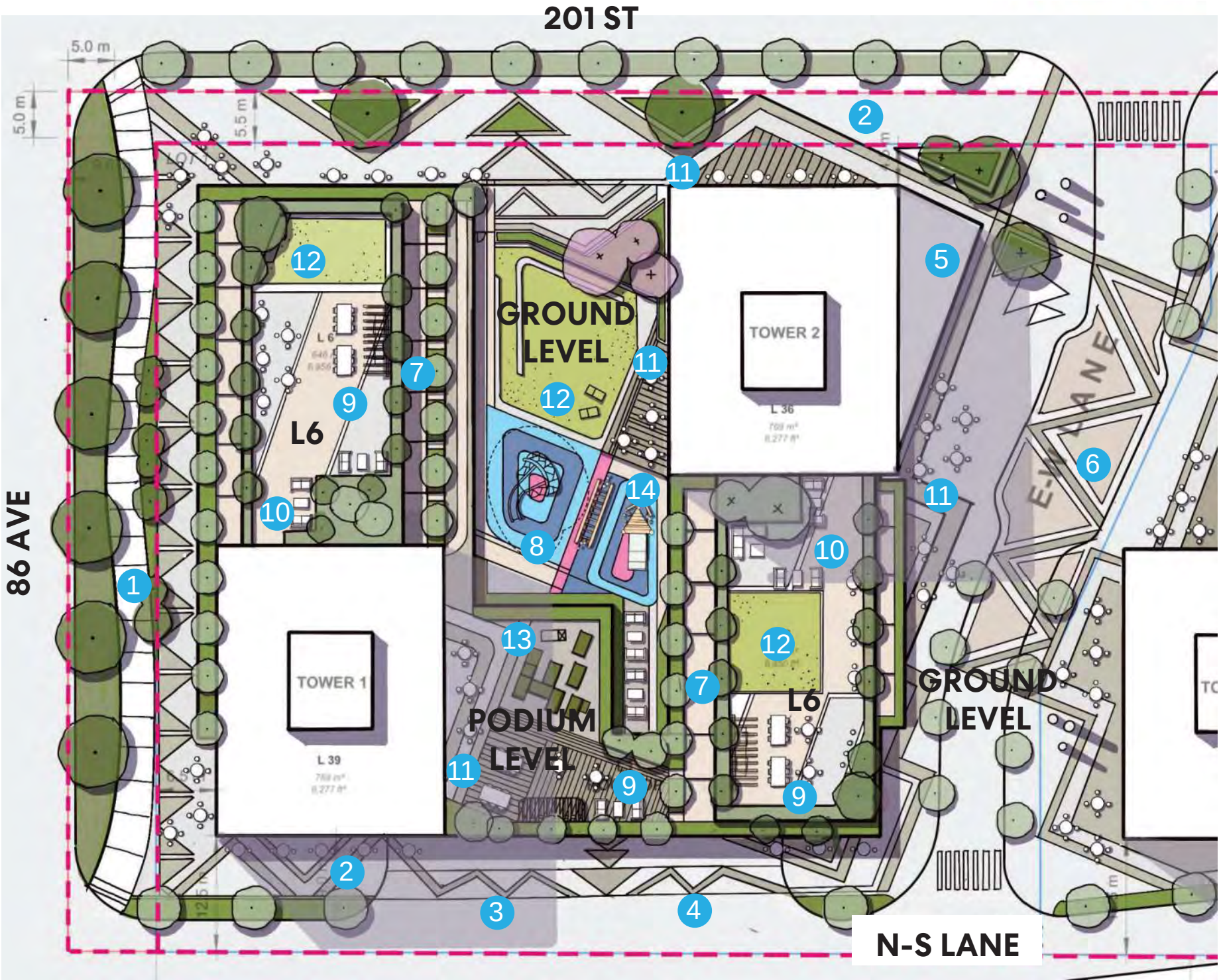


Figure 5.31 Landscape Site Plan - South

Site Plan - North

- 1 PEDESTRIAN SIDEWALK
- 2 PARKADE ENTRY
- 3 TOWNHOME PATIO
- 4 PLAYGROUND
- 5 OUTDOOT KITCHEN
- 6 LOUNGE
- 7 SEATING AREA
- 8 LAWN
- 9 COMMUNITY GARDEN

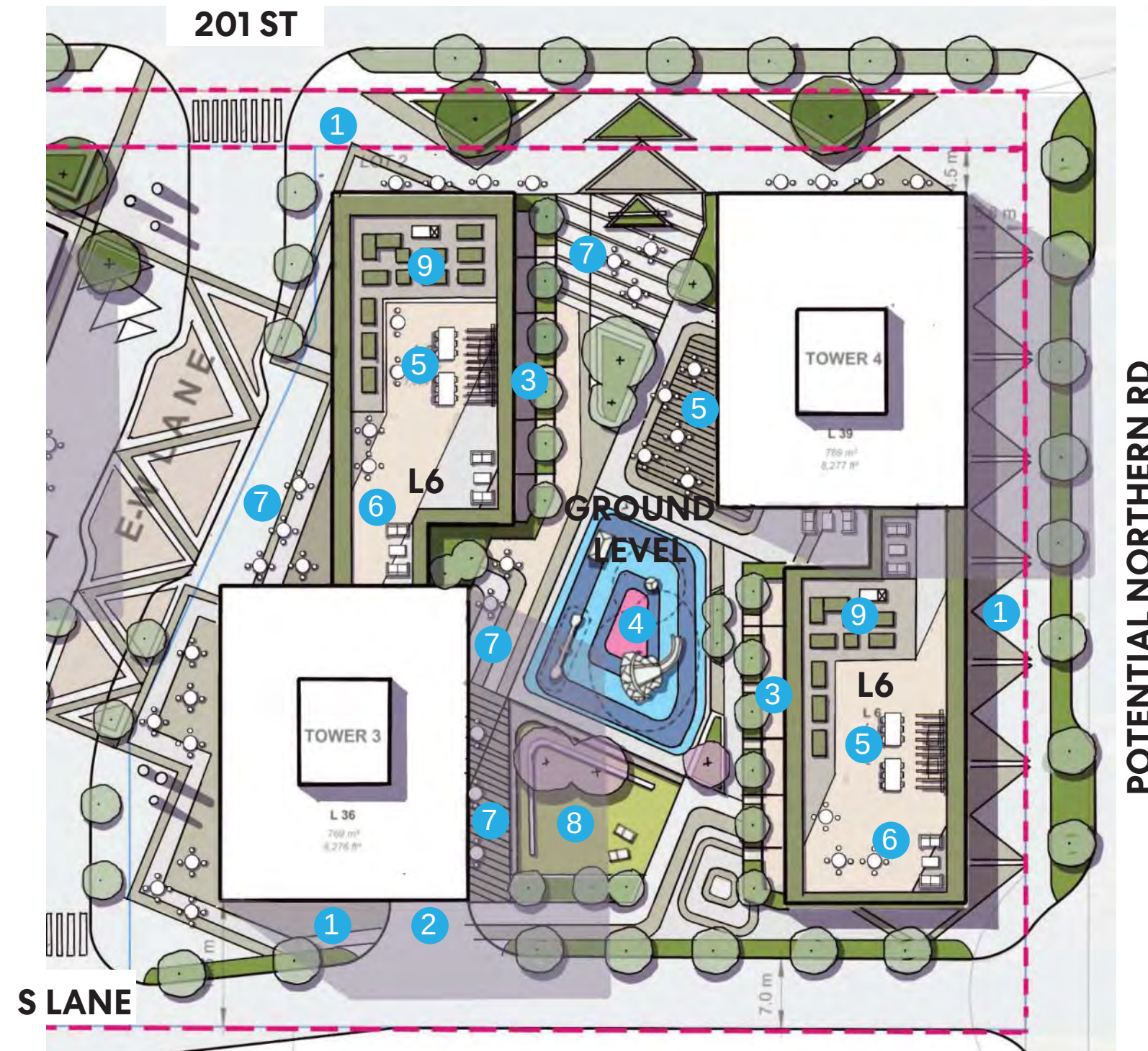


Figure 5.32 Landscape Site Plan - North

Precedent Images



Feature Planter



Pedestrian Oriented Street



Paving Design



Lawn



Wood Deck



Plaza and Gathering Space



Totem Pole

Precedent Images



Community Garden



Lounge



Seating Area



Playground



Outdoor Fitness



Outdoor Movie



Outdoor Kitchen