

Context Plan

An architectural rendering of a modern high-rise building complex at dusk. The buildings feature glass facades and prominent balconies. The scene is set against a dark, overcast sky with some light clouds. In the foreground, there are streetlights and a road with some traffic. The overall atmosphere is urban and contemporary.

**2, 4 & 6 Lansing Square and
2550 Victoria Park Avenue**
City Of Toronto

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2509225 Ontario Inc.
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Lansing Square is envisioned to be a contemporary transit-oriented mixed-use community that contributes to the objectives of the ConsumersNext Secondary Plan. The Lansing Square lands will contribute to the continuation of a contemporary, vibrant business park that is a transit oriented location for employment investment and well connected to a complete, walkable, mixed use community along Sheppard Avenue East and Victoria Park Avenue.





Introduction

Development within the study area will be consistent with the following Context Plan. This Context Plan provides a framework for development on the lands described below and are to be read in conjunction with the built form policies of the Official Plan and the ConsumersNext Secondary Plan and the applicable Public Realm and City-wide Urban Design guidelines .

1.1 Interpretation

All of the detailed images, drawings and renderings contained in this Context Plan are provided solely for the purpose of illustrating the principles and the development framework to help implement the vision for the Lansing Square lands.

1.2 Context Plan Area

The study area, referred to herein as Lansing Square, applies to the lands located south of Sheppard Avenue East, west of Victoria Park Avenue and east of Settlers Road (excluding the property at the immediate southwest corner of Victoria Park and Sheppard Avenue East). The Lansing Square lands are a consolidation of four properties municipally known as 2, 4 and 6 Lansing Square and 2550 Victoria Park Avenue (see Context Plan Boundary Area Diagram).



Context Plan Boundary Diagram

Lansing Square is generally rectangular in shape, with the exception of the property at the southwest corner of Sheppard Avenue East and Victoria Park Avenue. The Lansing Square lands have a frontage of 246.5 metres along Sheppard Avenue East, 177.0 metres along Victoria Park Avenue, 233.0 metres along Settlers Road and a total area of 6.17 hectares.

Existing built form on the Lansing Square lands include a 12-storey office building located at the southwest corner of Sheppard Avenue East and Settlers Road (2 Lansing Square), two, propeller shaped, 2-storey office buildings located on the south side of Sheppard Avenue East (4 and 6 Lansing Square) and an 8-storey office building located on the west side of Victoria Park Avenue (2550 Victoria Park Avenue). The remainder of the lands are occupied by surface parking areas at the south end and landscaped open space with pedestrian walkways at the north end.



Aerial Photograph

1.3 Surrounding Features

Lansing Square is located within and forms part of the Consumers Road Business Park ("CRBP"), an area that is bounded by Highway 404 to the west, Sheppard Avenue East to the north, Victoria Park Avenue to the east and highway 401 to the south. The CRBP consists of a variety of uses, pre-dominantly consisting of low to mid-rise office and light industrial uses serviced by large surface parking areas. More recently, the CRBP has experienced significant redevelopment in the form of high-rise and high-density mixed-use development generally fronting onto the south side of Sheppard Avenue East.



2, 4 and 6 Lansing Square and 2550 Victoria Park Avenue (Context Plan Area).



Surrounding context north of the Context Plan Area



Surrounding context south of the Context Plan Area



Immediate surroundings - north of Context Plan Area



Immediate surroundings - east of Context Area



Immediate surroundings - south of Context Plan Area



Immediate surroundings - west of Context Plan Area



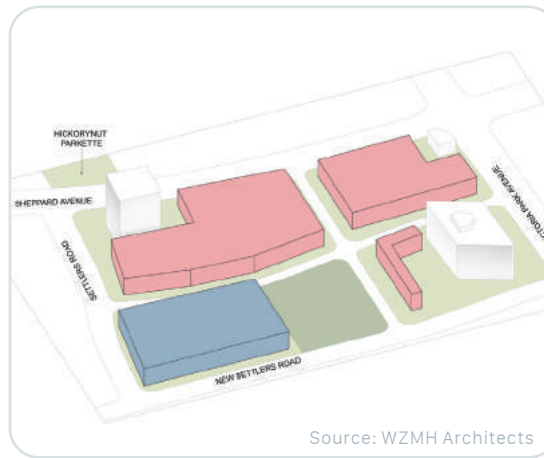
2

Vision and G Principles

Lansing Square is envisioned to be a contemporary transit-oriented mixed-use community that contributes to the objectives of the ConsumersNext Secondary Plan. The Lansing Square lands will contribute to the continuation of a contemporary, vibrant business park that is a transit oriented location for employment investment and well connected to a complete, walkable, mixed use community along Sheppard Avenue East and Victoria Park Avenue.

Development on the Lansing Square lands will be informed by the following guiding principles

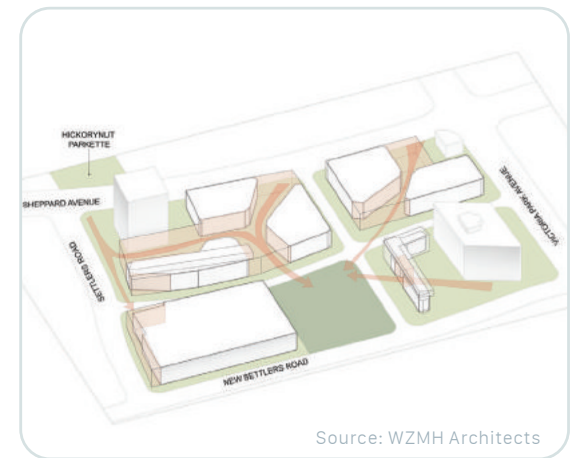
- Development will build on the existing public realm and character of the area;
- Development will reinforce the identity of the CRBP area with high-quality streets, bicycle-friendly spaces, parks, open spaces, and community services and facilities for workers, residents and visitors;
- Buildings will be located to define these spaces at an appropriate scale to create a pedestrian-oriented environment with access to sunlight and transition in scale towards lands designated Neighbourhoods in the Official Plan; and
- Active uses at-grade will support the lively, safe and active use of these public spaces.



Source: WZMH Architects

Land Use

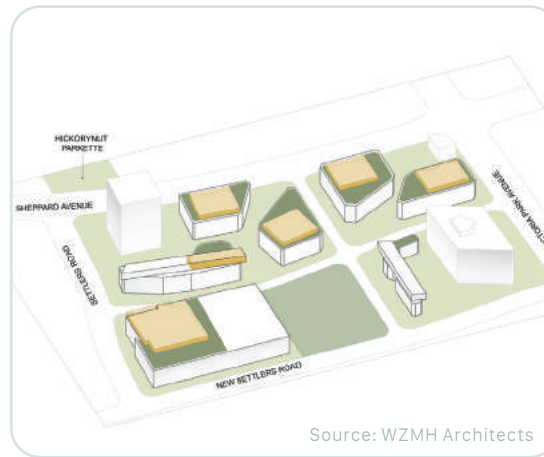
- Mixed Use
- Employment



Source: WZMH Architects

Circulation

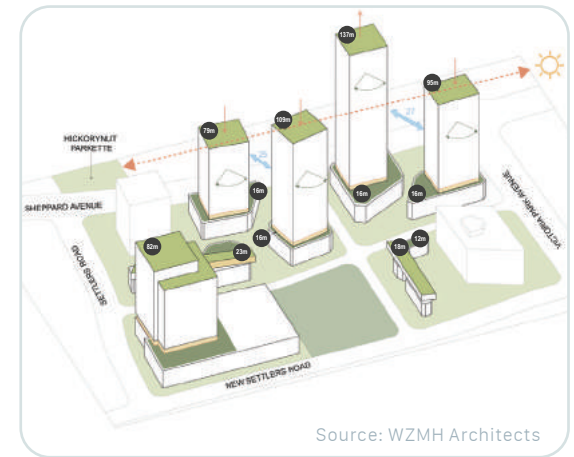
- ➔ Pedestrian Connections



Source: WZMH Architects

Open Space and Amenity

- Open Space
- Outdoor Amenity
- Parkland
- Green Roof



Source: WZMH Architects

Built Form and Massing

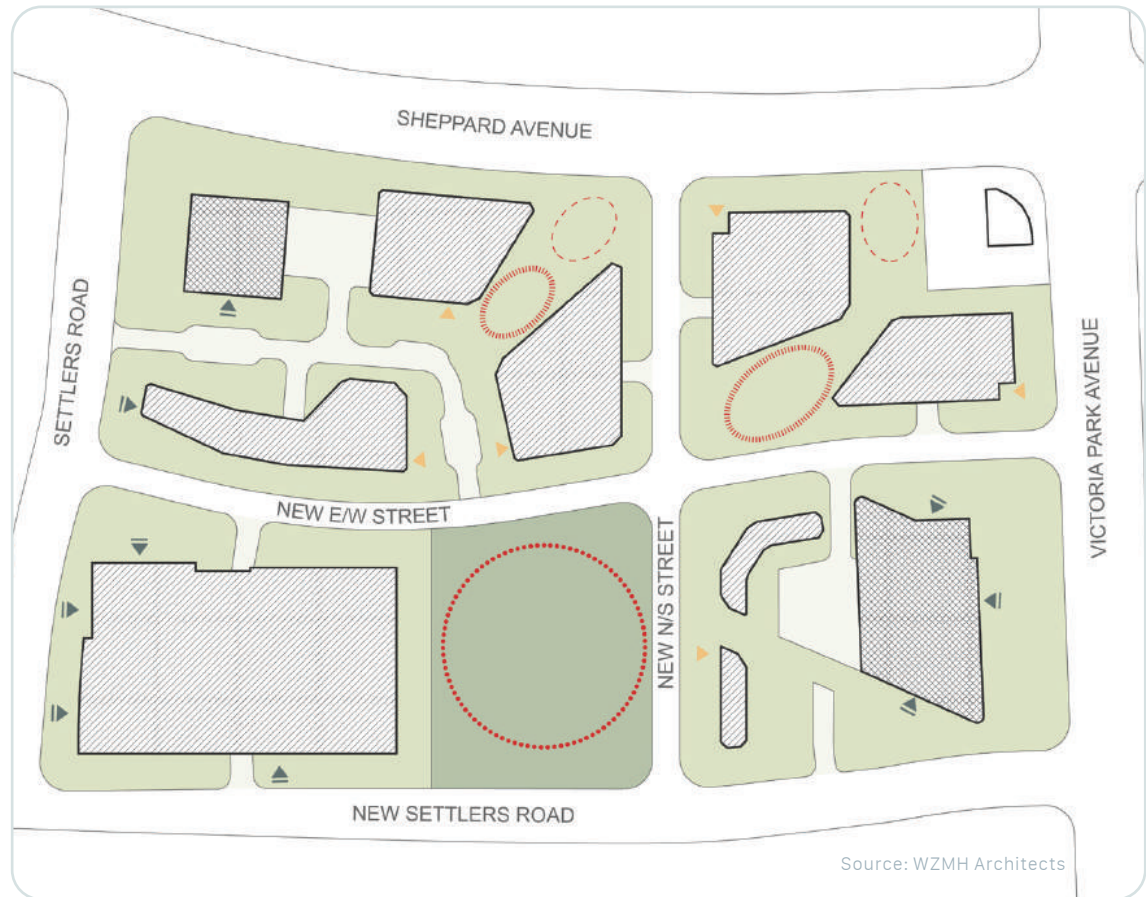
- # Building Height (Metres)
- ↔ Separation Distance
- 👁 Views



Public Realm Principles

The public realm is made up of the streets, parks and open spaces which provide structure for development on the Lansing Square lands. Redevelopment presents an opportunity to build on the existing public realm and character and organize the area to support a growing residential and working population by creating a more appropriate environment for pedestrians and cyclists within the CRBP, particularly along links to existing or future public transit infrastructure.

Publicly accessible open space is an integral part of the future build out of Lansing Square. As indicated on the Open Space Diagram, a large central public park should be the focus of the Lansing Square lands accompanied by open spaces, POPS, plazas and pedestrian connections. New POPS spaces should be located at the southwest corner of Sheppard Avenue East and Victoria Park Avenue and Sheppard Avenue East and the new north-south street. All residential and commercial entrances should be directly accessible from these areas.

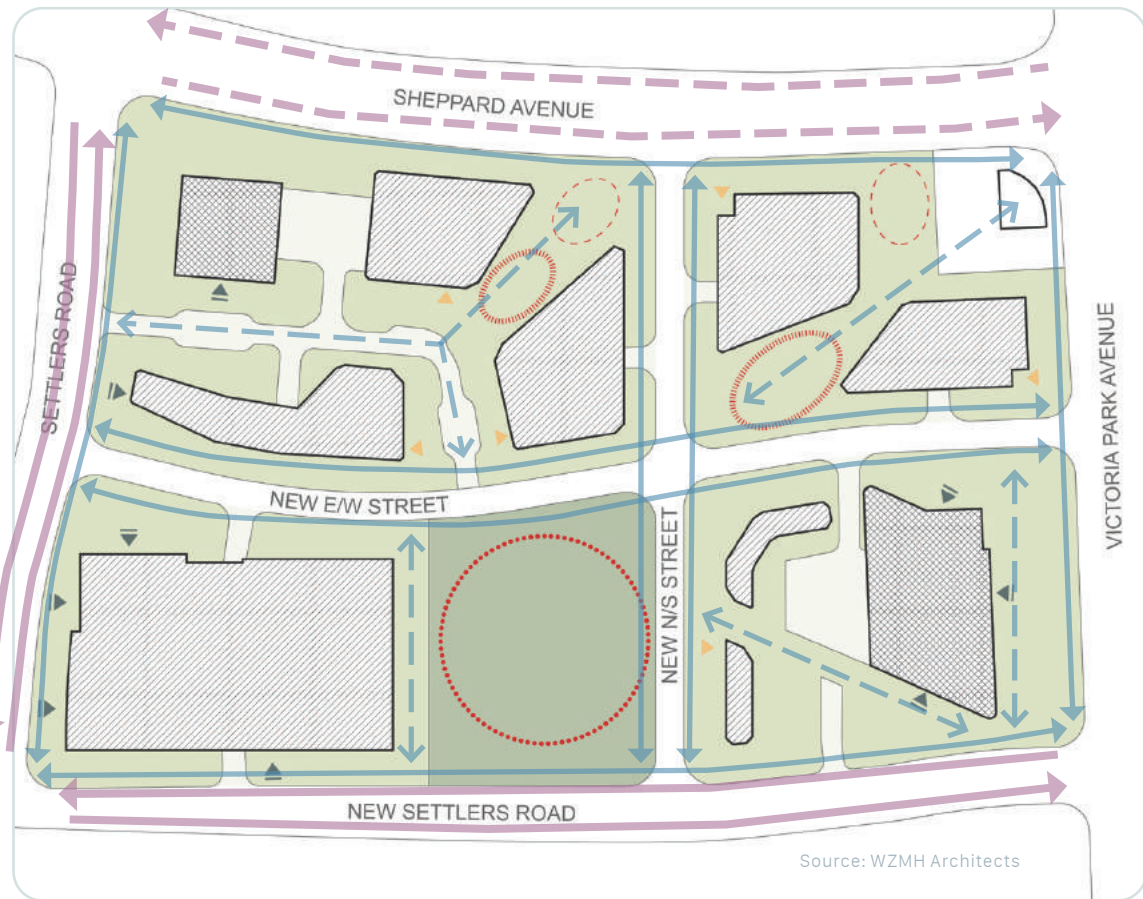


- Open Space
- Parkland
- POPS
- Plaza
- Residential Entrance
- Commercial Entrance

Open Space Diagram

Improvements to the public realm will build upon the green landscaped character currently found in the landscaped setbacks and other open spaces in the CRBP. They will enhance the existing and planned network of connected and intensively landscaped streets, parks and open spaces. These improvements will be designed to promote the safe and comfortable use and access from both existing and future residential populations and will serve as a gathering place for existing and future workers before, during and after the workday.

Improvements to streetscapes will create inviting spaces for pedestrians and encourage walking and cycling as desirable choices to move through the Lansing Square lands. To provide additional permeability, mid-block pedestrian connections and cycling routes should be provided generally at the locations identified on the Pedestrian and Cycling Circulation Diagram.



- ➔ Pedestrian Route
- ➔ Mid-Block Connections
- ➔ Cycling Route
- ➔ Planned Future Cycling Route
- Open Space
- Parkland
- - - POPS
- ⋯ Plaza
- ▲ Residential Entrance
- ▲ Commercial Entrance

Pedestrian and Cycling Circulation Diagram



A Conceptual Rendering: View looking southwest from Sheppard Avenue East and Victoria Park Avenue POPS and gateway to the new public park.



B Conceptual Rendering: View looking north at new public park.



C Conceptual Rendering: View looking west at public realm along new east-west street towards the Park and Building E.



D Conceptual Rendering: View looking west towards Building G at surrounding open space and public realm.

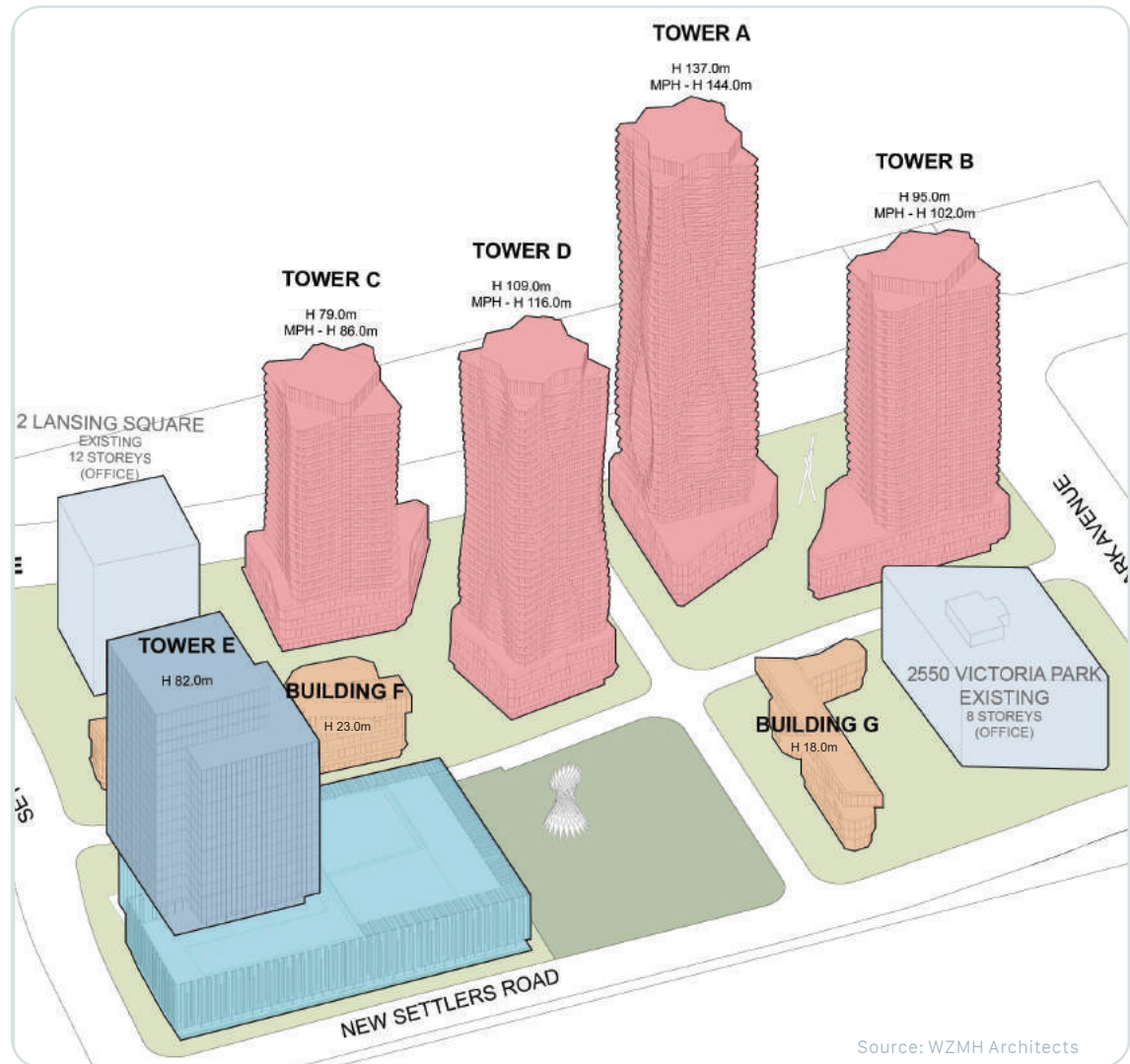
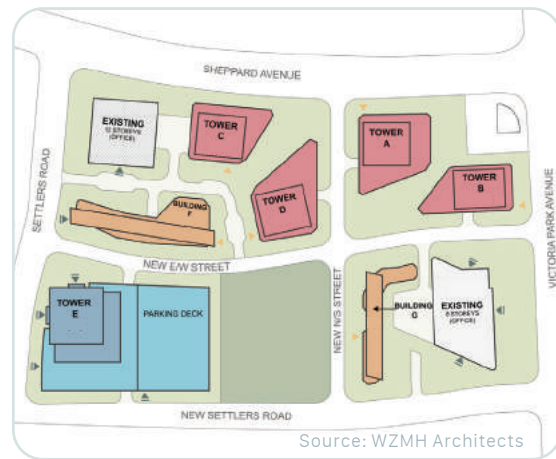


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Built Form Principles

Lansing Square is located at the gateway to the CRBP, an area that has excellent access to future higher-order transit. Lansing Square is planned to accommodate the most intense levels of development within the CRBP, providing among the greatest opportunities for the development of key city building outcomes including a significant public park and a large concentration of retail use along with new community service and facilities.

The greatest heights are to be located at the intersection of Victoria Park Avenue and Sheppard Avenue East and should transition down to the east and south in accordance with Map 38-10 of the ConsumersNext Secondary Plan.



- Tower- Residential/Retail at Grade
 - Tower- Employment
- Low- and Mid-Rise Residential
 - Parking/Retail and Daycare at Grade
- Open Space
 - Parkland
- Existing Building (Retained Office)

Land Use and Built Form Diagram



5

Development Framework

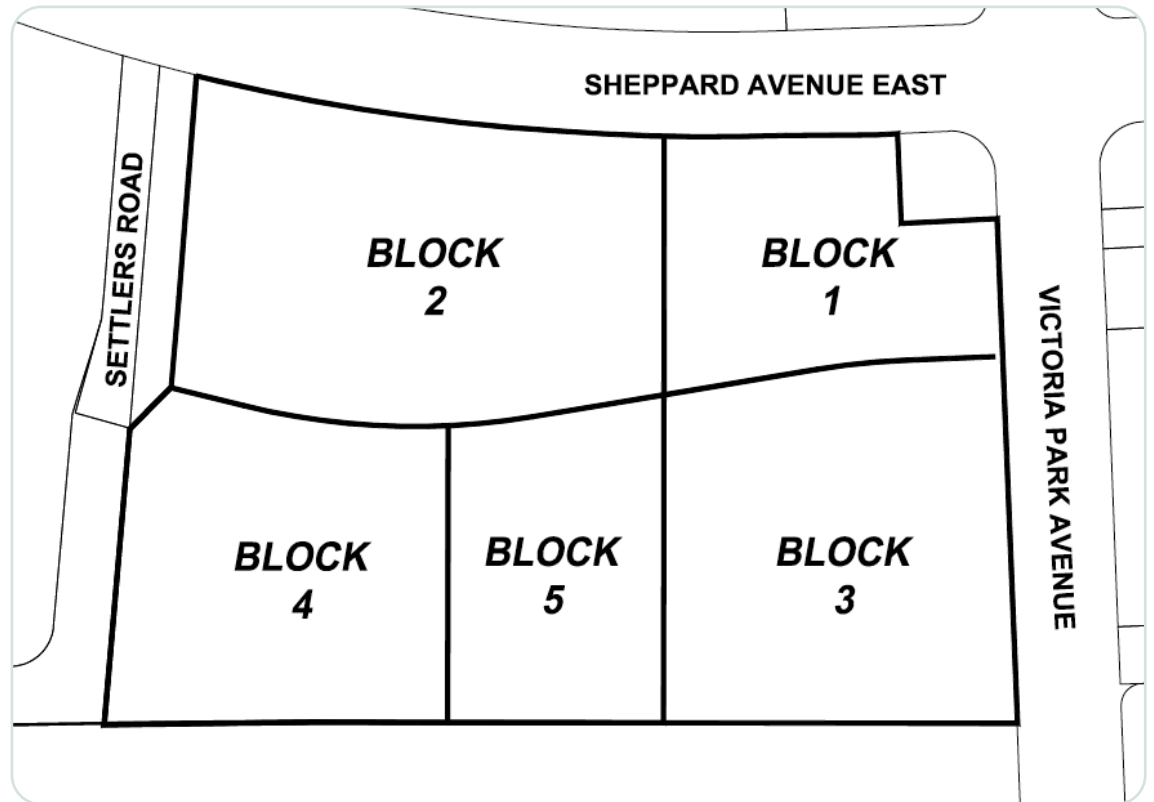


This development framework is to be used as a guide to the form and layout of new development within the Lansing Square lands. The Block Diagram, Structure Plan, and Linkage Diagram are part of this framework and graphically illustrate the essential elements and important relationships that will shape the emerging community.

5.1 General Outline

5.1.1 Block Diagram

The Lansing Square lands are divided into five blocks, which are intended to accommodate various land uses and scales of development. Blocks 1 to 5 are illustrated on the Block Diagram.

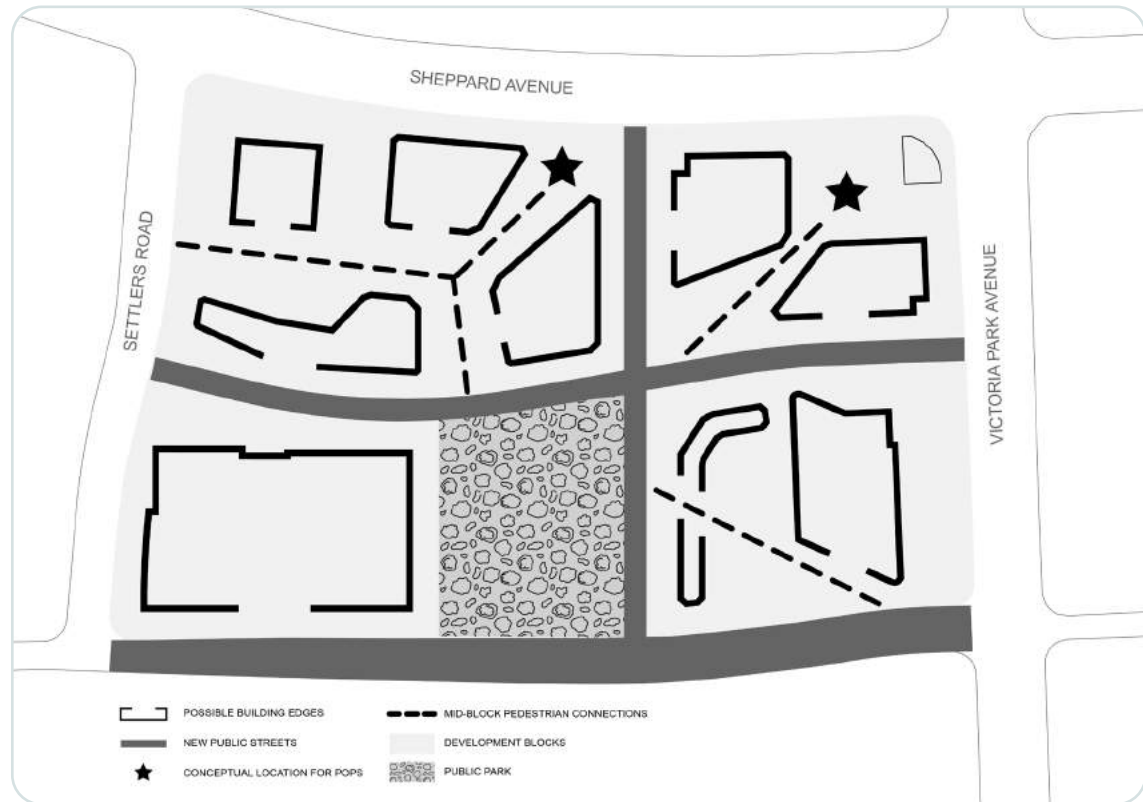


Block Diagram

5.1.2 Structure Plan

The structure of Lansing Square is based on a grid of new streets and expanded existing streets and walkways to facilitate pedestrian travel throughout the new neighbourhood and to the surrounding CBRP. Everyone within Lansing Square will be within a 10-minute walk of a higher-order transit station on the future Sheppard East LRT line, including those located at the intersections of Sheppard and Victoria Park and Sheppard and Consumers Road.

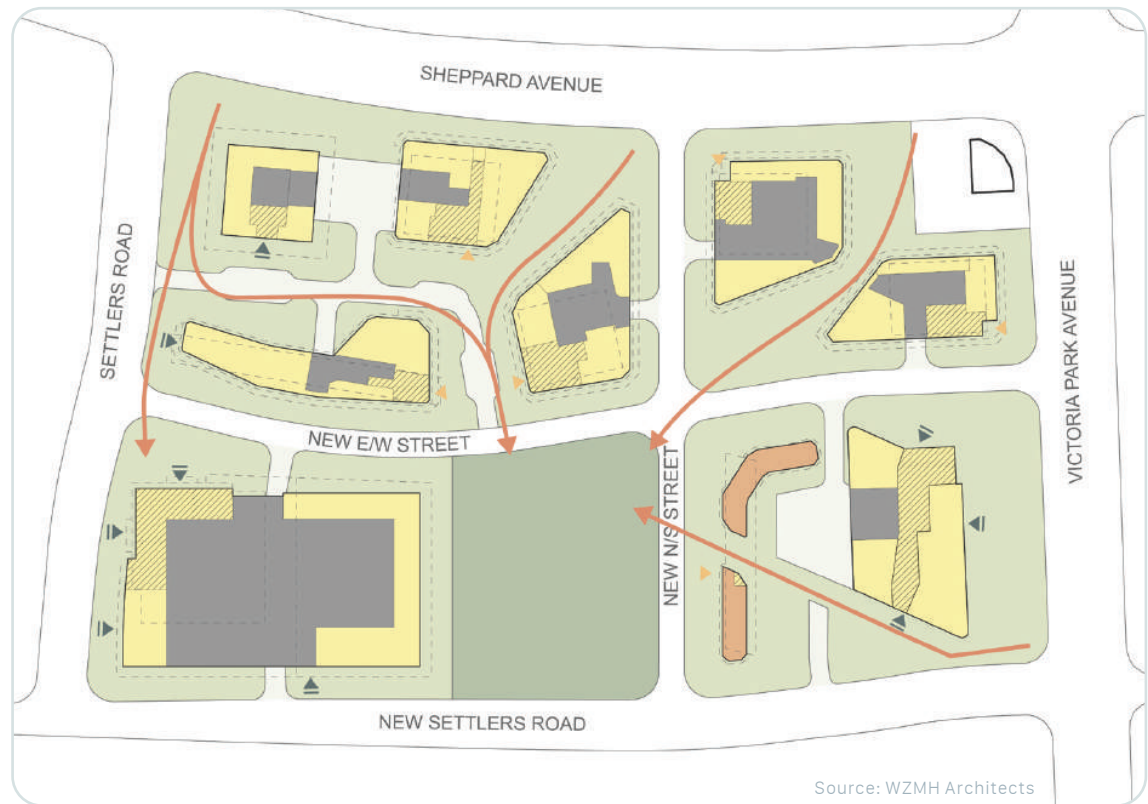
The public realm, identified on the Structure Plan, will define the structure of Lansing Square and establish a network of public streets, a central public park, pedestrian connections, and POPS.



Structure Plan

5.1.3 Linkages Diagram

Lansing Square will include a series of linkages to ensure pedestrians are connected to the new and existing public streets, central public park, and community amenities, including a potential day care on Block 4. These linkages include pedestrian connections, parkland and open spaces, as illustrated on the Linkages Diagram.



Source: WZMH Architects

- Retail and Amenity
- Open Space
- Residential Entrance
- Residential
- Parkland
- Commercial Entrance
- Residential Lobby
- Pedestrian Connections

Linkages Diagram

5.2 Public Realm

The public realm is made up of the streets, parks and open spaces which provide structure for development on the Lansing Square lands and gives the community its identity. Redevelopment presents an opportunity to build on the existing public realm and its character and organize the area to support a growing residential and working population by creating an appropriate environment for pedestrians and cyclists, particularly along links to existing or future public transit infrastructure.

The public realm will be designed as a connected network of public streets, parks, public open spaces, pedestrian connections, woonerfs and driveways through the Lansing Square lands providing access to and from the surrounding neighbourhoods.

5.2.1 Streets

A network of new and existing streets, walkways, bicycle routes and paths will provide access to and through this area. This network is illustrated in the Structure Diagram, the Linkages Diagram and the Street Diagram. The layout of streets and blocks is intended to:

- Balance vehicular and pedestrian needs;
- Divide the land into appropriately sized development blocks considerate of its future use;
- Ensure visibility and access to the new central public park located on Block 5.



- Existing Public Road
- New Public Road
- - - Woonerf
- Driveway

Street Diagram

Public streets should be designed to be experienced as places and should be laid out and designed with appropriate streetscape treatments and street furniture. Streetscape improvements secured through redevelopment of sites or public/private investments will be coordinated and integrated with landscaped setbacks.

Street trees should be planted on both sides of all existing and new public streets to reinforce and enhance the existing landscape character in the CRBP.

At key locations, pedestrians should be supported through the implementation of bump outs at intersections to shorten pedestrian crossings, as well as the provision of seating areas, other street furnishings, soft landscaping and bicycle parking.

Sheppard Avenue East and Victoria Park Avenue should be designed to support increased pedestrian activity through widened sidewalks and landscaped setbacks that will include patios and seating to support non-residential uses on the ground floor of adjacent buildings. Residential uses at grade are discouraged along these streets.

Where grade-related retail use is anticipated along Sheppard Avenue East and Victoria Park Avenue, landscaping within the minimum required setback will add a second row of street trees and use paving treatments to extend the public sidewalk providing additional space for café patios, overhead weather protection canopied and other pedestrian amenity.

Landscaped setbacks and streetscape treatments on new local streets or extensions of existing local streets will be consistent with the streetscape treatment and landscape character of the street.

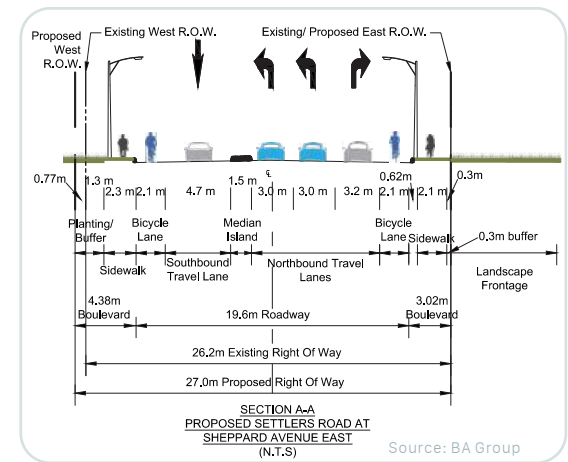
Existing Streets

Settlers Road: Settlers Road should be modified to accommodate sufficient right-of-way width for north-south traffic and extension of its east-west portion to Victoria Park Avenue.

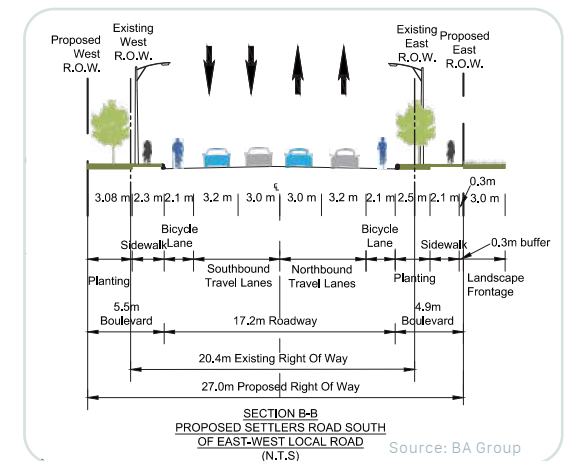
North-South Portion of Settlers Road

The existing Settlers Road lane configuration should be modified in order to better suit the evolving requirements of the Lansing Square lands and the broader CPRB area. This will better tie in this existing road with the planned internal street network within the Lansing Square lands to enhance the existing conditions for all users, including pedestrians, cyclists and automobile drivers.

Settlers Road should have a consistent right-of-way width of 27.0 metres to accommodate a four lane roadway, bike lanes in both directions and boulevards with 2.1 metre sidewalks on both sides of the road. This cross-section also should be modified at the Sheppard Avenue East and Settlers Road intersection, where a second left-turn lane is introduced, as is existing today, to accommodate the high left-turning traffic volumes that will occur at this intersection in the future.



Typical Street Section of Proposed Settlers Road at Sheppard Avenue East



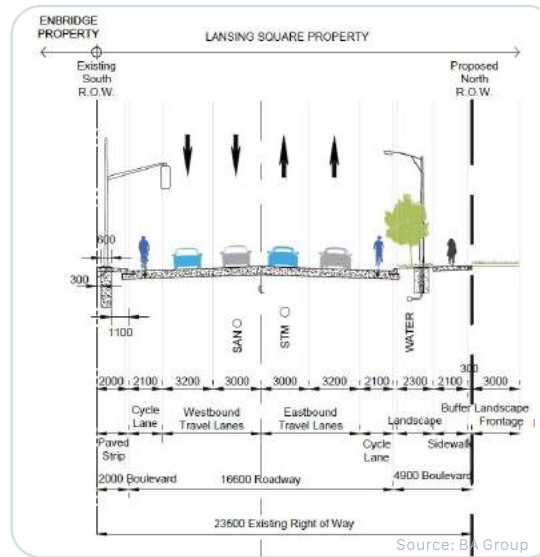
Typical Street Section of Proposed Settlers Road south of East-West Local Road

East-West Extension of Settlers Road

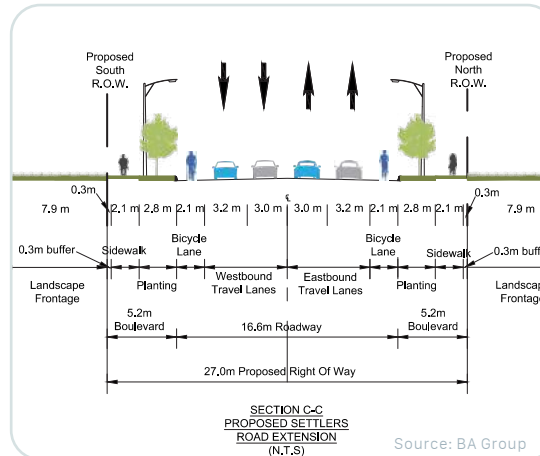
The Settlers Road extension will be a new east-west, publicly accessible collector road running between the existing north-south Settlers Road on the west and Victoria Park on the east. The extension will run along the south boundary of Lansing Square except where it intersects with Victoria Park Avenue, where it will curve north in order to align with Esquire Road on the east side of Victoria Park Avenue.

The Settlers Road extension will have a four lane cross section that includes bike lanes in both directions. The Settlers Road Extension should ultimately have a right-of-way width of 27.0 metres to accommodate a four lane roadway, bike lanes in both directions and boulevards with 2.1 metre municipal sidewalks on both sides of the road.

The Settlers Road extension will be constructed in two phases, including an interim condition through the development of the Lansing Square lands and an ultimate condition upon future development of the lands to the south. The interim road will have a 23.5 metre right of way width, a 2.1 metre wide sidewalk on the north side of the street and vacant open space to the south. The ultimate road will have a 27.0 metre right of way width and 2.1 metre wide sidewalks on both sides of the street.



Interim Condition of Proposed Settlers Road Extension



Ultimate Condition of Proposed Settlers Road Extension

New Public Streets

New East-West Local Road

A new east-west local road will be located between the existing north-south portion of Settlers Road to the west and Victoria Park Avenue to the east. The road should be located approximately 100 metres south of Sheppard Avenue East, through the approximate centre of the Lansing Square lands and follow a slightly curved pattern that straightens as it approaches Victoria Park Avenue.

The new east-west local road should have a right-of-way width of 20.0 metres with a two-lane cross-section and include boulevards with 2.1 metre municipal sidewalks on both side of the road.

New North-South Local Road

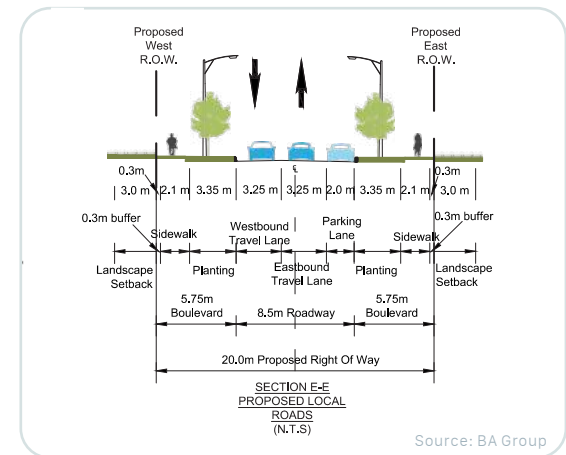
A new north-south local road will be located between Sheppard Avenue East on the north and the Settlers Road extension on the south. The road should be located approximately 130 metres west of Victoria Park Avenue, through the approximate centre of the Lansing Square lands.

The new north-south local road should have a right-of-way width of 20.0 metres with a two-lane cross-section and include boulevards with 2.1 metre municipal sidewalks on both sides of the road.

New Driveways/Private Streets

New driveways, woonerfs and private streets should have a minimum pavement width of 6.0 metres to accommodate two-way vehicular traffic. Driveways and private streets should accommodate walkways on at least one side of the right-of-way and tree plantings and landscaping wherever possible. They should be publicly accessible, designed as part of the broader public street and lane network, and meet the design objectives for public lanes as required by Official Plan policy 3.1.1(11).

Service/loading areas and ramps to underground garages should be screened from view from all existing and new public streets. Only driveways and private streets should provide access to these areas.



Typical Street Section of Proposed Local Roads

5.2.2 Parks

In accordance with Map 38-7 of the ConsumersNext Secondary Plan, a new central public park should be provided to increase accessibility for existing and new residents and employees in the CBRP. This park should be within close proximity to residential and employment uses to maximize its usability.

5.2.3 Privately Owned, Publicly Accessible Open Spaces

Privately owned, publicly accessible open spaces (POPS) will be strategically located generally in accordance with Map 38-7 of the ConsumersNext Secondary Plan and designed for a wide range of potential uses and amenity for the enjoyment of both the residential and employment population in Lansing Square.

Where multiple POPS are planned in close proximity to each other, an opportunity to coordinate their design to develop a signature landscape treatment should be explored to incorporate branding and wayfinding features.

POPS should be coordinated with active ground level uses in adjacent buildings such as retail, restaurant and community spaces to provide seating and gathering spaces within the public realm in accordance with the Urban Design Guidelines for Privately Owned Publicly-Accessible Spaces. POPS should be setback from adjacent ground floor uses to allow for appropriate transition at grade to maintain the public accessibility integral to the success of the open space.



Source: Ferris and Associates

- Landscaped Open Space
- Internal Drive (Woonerf)
- Loading Areas
- Public Park
- ⊙ POPS
- ➔ Lobby Entrance
- ★ Retail Spaces

Open Space Diagram

5.2.4 Pedestrian Connections

Safe, generously scaled and comfortable mid-block pedestrian connections should be secured through the redevelopment of large blocks to extend the mobility network.

Owners of adjacent properties are encouraged to provide pedestrian easements along mutual property lines to help establish a pedestrian network of mid-block pathways.

Diagonal mid-block pedestrian connections should be provided to ensure the most direct route from lands within the business park to transit facilities at Sheppard Avenue East and Victoria Park Avenue.



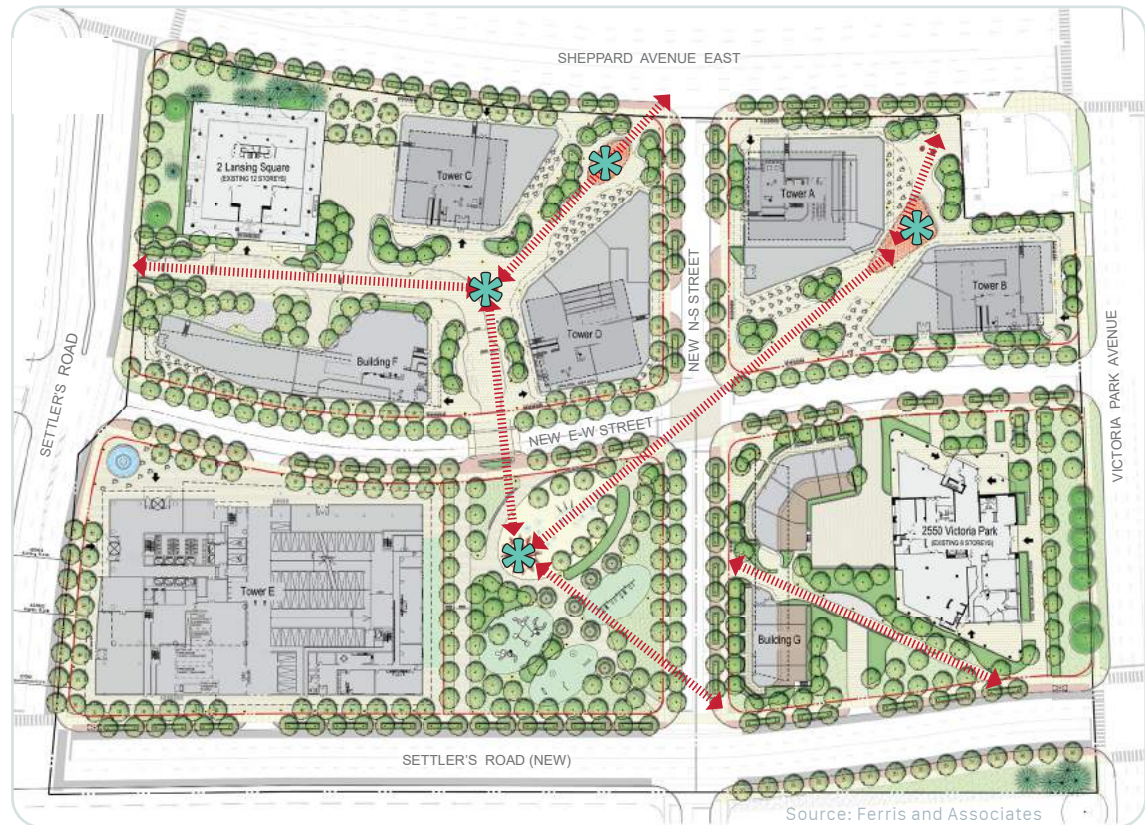
Source: Ferris and Associates



- Site Pedestrian Circulation
- - - → Perimeter Pedestrian Connections

Pedestrian Connections Diagram

5.2.5 Public Art

To add identity and visual interest to the public realm, public art could be provided in publicly accessible areas of the subject site including the public park and POPS at the terminus of important views and vistas.



-  Public Art
-  View Corridor

Pedestrian and Cycling Circulation Diagram

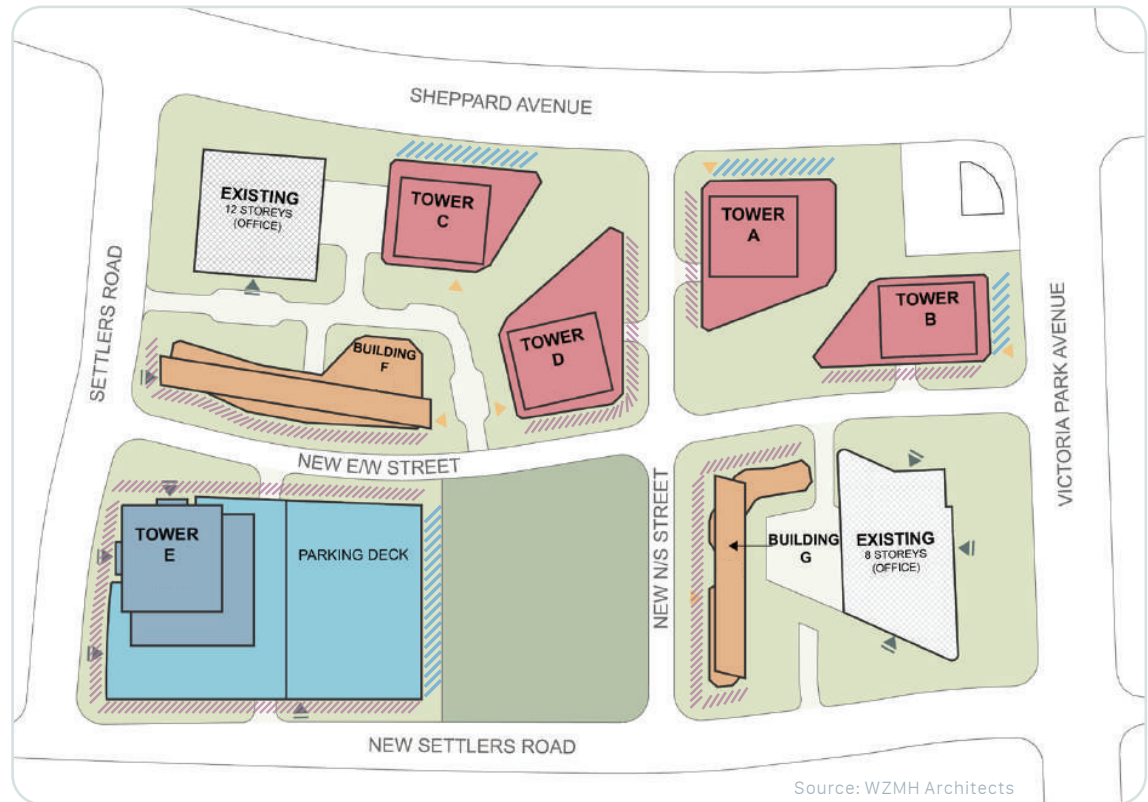
5.3 Built Form

Future development within Lansing Square will consist of a rich and varied built form that supports the existing and planned land uses, with new amenities and appropriate massing and transition in scale. Development will be of a high quality architecture, landscape and urban design that will contribute to the character and identity of the surrounding area.

5.3.1 Building Setbacks

Consistent building setbacks and built edges will create a regular alignment for the streetwall to define the public realm and contribute to improving the civic and pedestrian experience throughout the Lansing Square lands. Additional setbacks are appropriate if space is landscaped for the use of pedestrians. Setbacks for buildings at grade should be as follows:

- Along Sheppard Avenue East and Victoria Park Avenue, not less than 5 metres;
- Along all other public streets, not less than 3 metres; and
- Adjacent to the central public park not less than 5 metres.



Source: WZMH Architects

- | | | | |
|--|------------------------------------|--|-------------------------------------|
| | 5.0m minimum setback | | Low- and Mid-Rise Residential |
| | 3.0m minimum setback | | Parking/Retail and Daycare at Grade |
| | Residential Entrance | | Existing Building (Retained Office) |
| | Commercial Entrance | | Open Space |
| | Tower- Residential/Retail at Grade | | Parkland |
| | Tower- Employment | | |

Built Form Diagram

5.3.2 Building Heights

The maximum building heights suggested by this Context Plan follow the those shown on Map 38-10 of the ConsumersNext Secondary Plan. Lansing Square will accommodate the greatest heights and densities the Secondary Plan area, subject to the built form policies of the ConsumersNext Secondary Plan.

The greatest heights are to be located at the intersection of Victoria Park Avenue and Sheppard Avenue East and should transition down to the east and south .

5.3.1 Low-Rise and Mid-Rise Buildings

Low-rise buildings should have regard for the City's Townhouse and Low-Rise Apartment Guidelines and mid-rise buildings should have regard for the Avenues and Mid-Rise Buildings Study. Building on the City-wide urban design guidelines, within the Lansing Square lands, low-rise and mid-rise buildings should generally provide for a minimum 3 metre step back between a height of 10.5 metres (3 storeys) and 20 metres (6 storeys).

5.3.2 Tall Buildings

Tall buildings should have regard for the City's Tall Building Urban Design Guidelines. At grade active uses are encouraged as accessory uses in multi-storey buildings. These uses include retail and service uses, restaurants, entrances to office buildings and residential lobbies. Tall buildings should have a minimum ground floor height of 4.5 metres along public streets to accommodate

ground floor uses. These areas should contain continuous weather protection to ensure pedestrian comfort.

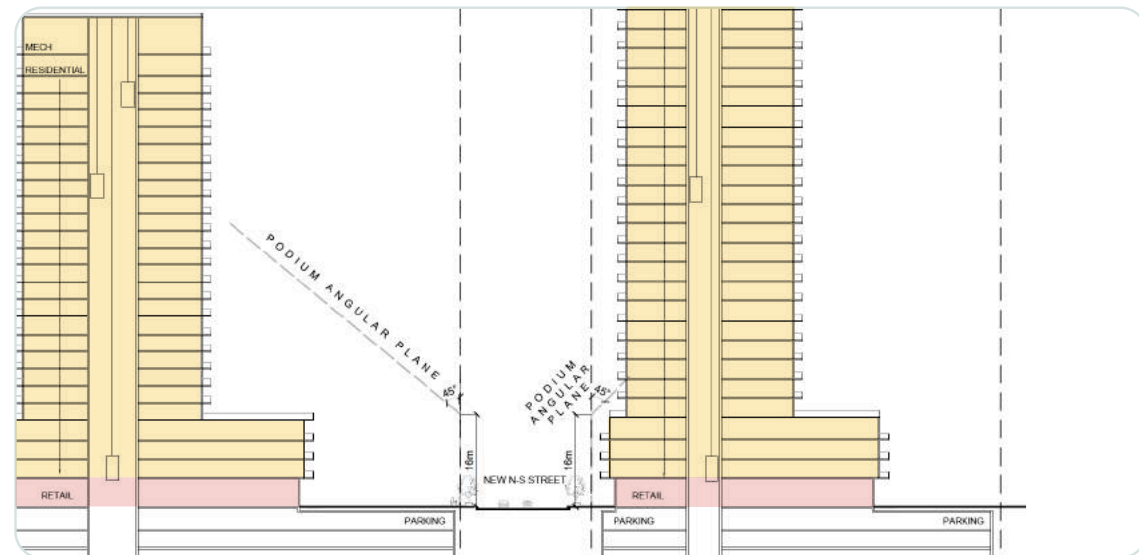
Tall buildings that front onto Sheppard Avenue East and/or Victoria Park Avenue are subject to the following built form guidelines:

- The maximum height for the base buildings along Sheppard Avenue East and Victoria Park Avenue should be 6 storeys; and
- A minimum 5 metre setback from the base building to the tower should be provided for buildings fronting onto Sheppard Avenue East and/or Victoria Park Avenue.

Tall buildings that front onto local streets are subject to the following built form guidelines:

- Where tall buildings address local streets, a minimum 3 metre step back from the base building to the tower should be provided; and
- Base buildings should fall within 45-degree angular plane measured from the opposite side of the local street, at a height equal to 80 percent of the right-of-way width (see Angular Plane Diagram).

All building elements should fall within a 45-degree angular plane measured from the closest low-rise neighbourhoods north of Sheppard Avenue East and east of Victoria Park Avenue.



Angular Plane Diagram

5.4 Community Facilities

New and/or expanded community services and facilities should be provided in a timely manner to support and be concurrent with growth in the Lansing Square lands.

The following community services and facilities could include:

- New, non-profit child care to serve the projected residential population growth; and
- Above-base park improvements.

New community facilities, expansion and/or retrofits of existing facilities should be designed to meet the requirements of the City and its Agencies and will:

- Be located in highly visible locations with strong pedestrian, cycling and transit connections; and
- Consider co-location within mixed-use buildings.

5.5 Commercial/Office

The CRBP is an important employment centre, particularly for the office sector, as it contains one of the largest concentrations of office workers outside of the Downtown. Lansing Square is envisioned to complement the overall CRBP by accommodating a mix of new and old office space.

5.5.1 Existing

Existing office space that is retained as part of a new development should be incorporated into the overall master plan for Lansing Square and ensure that it is compatible with existing and planned residential uses in the area.

5.5.2 Proposed

Where existing office space is removed, additional office space resulting in a greater gross floor area will be incorporated into new developments, which may be provided anywhere in Lansing Square, including within lands designated Mixed Use Areas or Employment Areas or both.

New office buildings that are located within Employment Areas are encouraged to contain complementary uses such as restaurants, workplace child care, recreation and entertainment facilities as well as small and medium retail stores and services. These complementary uses will add amenity and vibrancy to the CRBP.

The above noted complementary uses should only be provided on lower levels floors of existing or new multi storey buildings that include office uses or other Core Employment Areas uses that are compatible with the complementary uses.

Active uses on the ground floor of ancillary parking structures are encouraged to support and provide amenity to the CRBP along the building edges.

5.6 Shared Mobility and Traffic Demand Management

To promote shared mobility and alternative modes of travel to reduce single-occupant automobile trips, "EcoMobility Hubs" will establish one-stop service points for multimodal systems include bike-share, ride-share, and car-share facilities at locations identified on Map 38-11 of the ConsumersNext Secondary Plan.

5.7 Parking and Servicing

New development will remove and not retain large surface parking areas. Parking is encouraged to be provided below grade or in structured solutions as an ancillary use to maximize the provision of landscaping and optimize development sites.

Visitor parking areas may not be located in the front yard of existing or proposed buildings and should be designed to support and define the public realm.

Above grade parking structures are prohibited as stand-alone uses. Above grade parking structures will be ancillary uses on sites which contain employment uses, and could be located within the podium of a building. Where they are ancillary uses, above grade parking structures may not be located in the front yard of existing or proposed buildings and be designed to support and define the public realm.

Retail and community service uses are encouraged to be located within the base of parking structures at grade where they front onto public or private streets and public parks. Above, parking areas should be concealed from public view and clad with architectural treatments that animate the facade. Rooftop areas should contain green roof elements where possible.

Shared vehicle parking facilities are encouraged with new development in Lansing Square.



- | | | | |
|---|---|--|---------------------------------|
| 1 | Residential parking and loading access | | Woonerf |
| 2 | Residential loading access | | Residential Pedestrian Entrance |
| 3 | Commercial parking access | | Commercial Pedestrian Entrance |
| 4 | Commercial loading access | | Cycling Route |
| 5 | Residential and commercial parking access | | |
| 6 | Woonerf | | |

Parking and Servicing Diagram

Servicing areas should be located away from public view, and where possible, covered or located below grade in accordance with Official Plan policy 4.5(2)(j).

Access to servicing areas should be provided from a driveway leading to a public street, however these driveways should not include mixed-pedestrian programming. Driveways should be consolidated and the width should be minimized across public sidewalks in accordance with Official Plan policy 3.1.2(2)(b).

5.8 Implementation and Phasing

New development in the Lansing Square lands should be completed in 3 phases to facilitate the construction new public roads, the new public park, the new mixed use development and replacement of displaced office spaces.

Phase 1 should involve the new north-south public road, the Settlers Road east-west extension, the easterly portion of the new east-west public road, the widening of Settlers Road adjacent to Block 4, traffic signals at the intersection of Settlers Road and new east-west Settlers Road and the intersection at Victoria Park Avenue and new east-west Settlers Road. Phase 1 should also accommodate the development of mixed-use buildings on Block 1 and office building development on Block 4. Temporary parking spaces should be provided on Blocks 2 and 3 on an interim basis during the construction process.

Phase 2 should involve the completion of the westerly section of the new east-west public road in order to accommodate the development of mixed-use buildings on Block 2 and the construction of the new public park. The majority of interim surface parking located on Block 2 should be removed during this phase of the development.

Phase 3 should involve the development of the residential building on Block 3.



Phasing Plan- Phase 1 (Source: WZMH Architects)



Phasing Plan- Phase 2 (Source: WZMH Architects)



Phasing Plan- Phase 3 (Source: WZMH Architects)

