



PHASING PLAN

LANGSTAFF GATEWAY

West Precinct

Prepared for:
Condor Properties Ltd.

December 2018
05705.01

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1 Introduction

Walker, Nott, Dragicevic Associates Limited has been retained by Condor Properties Ltd to prepare a Phasing Plan for the West Precinct lands (hereto referred to as the “Subject Lands”) located in the Langstaff Gateway Secondary Plan area in the City of Markham (Figure 1).

The Proposed Development within the Langstaff Gateway District seeks to achieve the vision for Langstaff Gateway to become a landmark destination within the Greater Toronto Area. As part of this goal, the City of Markham has identified the need for a Phasing Plan in order to ensure this new mixed-use community develops in a logical manner, and in a way that is congruent with the provision of services, facilities, and infrastructure.

1.1 Purpose

Presently, the Subject Lands are nearly vacant, except for some remnant industrial uses, but will eventually accommodate a large mixed-use community, comprised of residential and non-residential buildings, in a high-density format. This study will provide an overview of the proposed phasing of development within the West Precinct of the Langstaff Gateway community, including an analysis of the provision of services and infrastructure to service the residential and non-residential uses of the new community.

This Phasing Plan outlines a series of coordinated and interconnected districts that collectively contribute to the overall project vision and ensure each project is phased accordingly, to facilitate the creation of a road network and the development of future blocks. The Phasing Plan supports the combined Zoning By-law amendment and Plan of Subdivision for the first development block known as Phase 1A.

1.2 Secondary Plan

The policy basis for this Phasing Plan lies in the Langstaff Gateway Secondary Plan. Section 11.5.2 provides that:

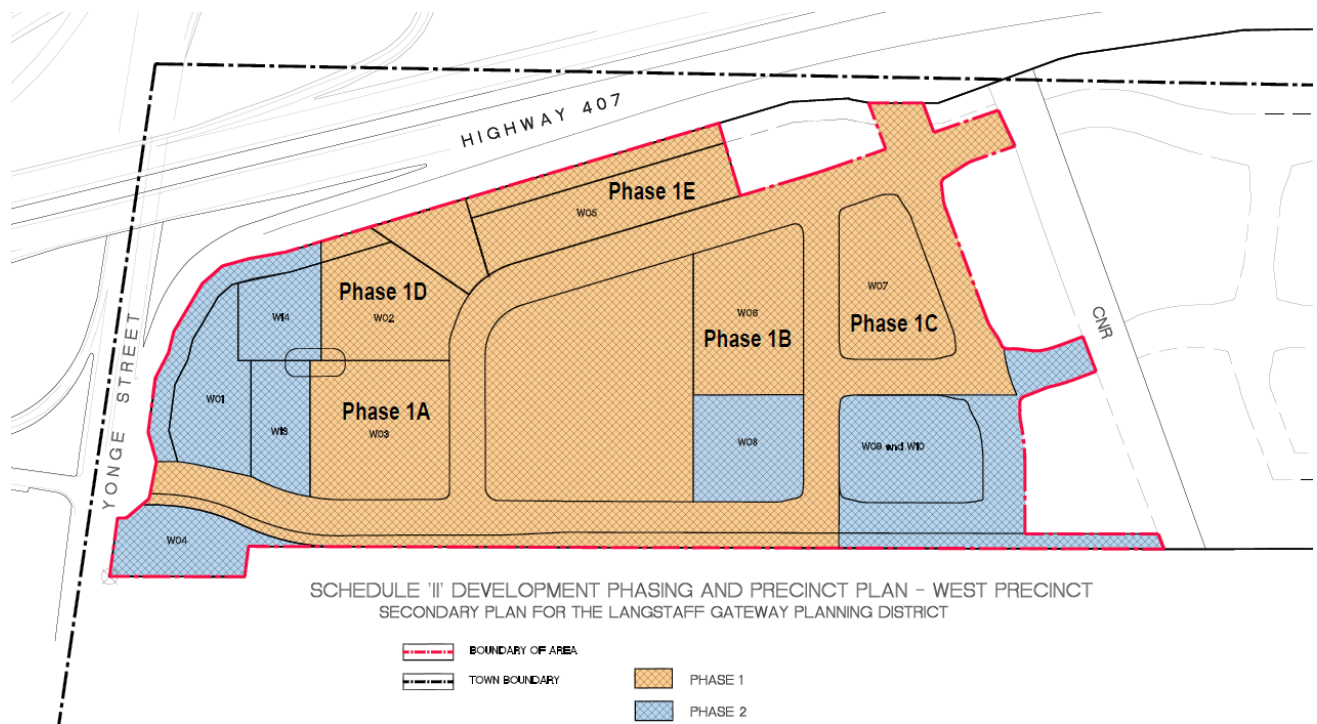
“The development of the Langstaff Gateway community will proceed generally consistent with the Development Phasing and Precinct Plan shown on Schedule ‘II’, the policies of this section and the Langstaff Gateway Development Phasing Plan, to be approved by Council and amended from time to time, in accordance with the provisions thereof. This Phasing Plan will ensure an orderly sequence of development coordinated with the timely and efficient implementation of the key infrastructure components needed to support the development.

Given the lengthy build out expected, it is anticipated that the location and sequencing of development may be modified and adjusted over time. Therefore, the Langstaff Gateway Development Phasing Plan may be amended by Council, without the need for amendment to this Secondary Plan, provided the overall residential unit maximums for each phase, as outlined in section 11.5.2 b) c) and d) below are not exceeded.”

This Phasing Plan is a direct response to this policy direction and will provide a detailed plan for the long-term phasing of development in the West Precinct to provide the City and reviewing agencies with a greater level of clarity in that regard.

2 Development Phasing

This section will provide an overview of the phases of proposed development within the West Precinct of Langstaff Gateway, including approximate densities and unit counts. The precise phasing will likely be subject to changes throughout the long-term build-out process of these phases, as necessary based on the market conditions of that time. Below is the proposed Phasing Plan for the West Precinct which is further explained throughout this report.



2.1 Phase 1

Phase 1 is comprised of five subphases which are described herein.

Phase 1A

Phase 1A consists of the development block identified as Block W03, located on the west side of the Subject Lands and bounded by new public streets on the east and south, and new private laneways on the west and north.

Phase 1A consists of two residential towers on a mixed-use podium building that will contain a combination of retail uses and ground-oriented housing units. The towers will be, respectively, 47 and 38 storeys in height, and will step down to 2 storeys, to ensure a comfortable human-scaled pedestrian environment. As part of the development of Phase 1A, the new central Pomona Creek Park will be developed to the east of Block W03.

The development of Phase 1A will allow for the introduction of residential density in close proximity to existing and planned rapid transit. The inclusion of grade related uses that have the option to be used as commercial

units will strike a balance between making provision for mixed use development while acknowledging the challenges in attracting viable retail uses in the first phase of development. Ultimately, as the area develops, the grade related units will provide new residents with access to some of their daily needs and will set the tone for future development that will eventually lead to a full complete community at Langstaff Gateway. The landmark architecture of the proposed two towers will define the skyline, and will establish a positive precedent of architectural excellence in Langstaff Gateway. The new central park will serve as the community's anchor and will be its principal gathering and recreation space.

With respect to emergency services, a fire station is proposed to be developed as part of Phase 1A, which will be provided in a temporary location within the Central Precinct on Phase 3 lands, which will otherwise not be developed until the subway and 407 Transitway are completed. This is proposed on lands owned by Condor east of the CN Railway, and south of the existing Langstaff Road alignment. This approach will allow the fire department to have an immediate presence in the area to improve their local response times while an ultimate location, integrated as part of a future development block, is determined through discussions with the Fire Department at the time of future phases.

As shown on Figure 2, Phase 1A will form the first block within the West Precinct by providing a connection from Langstaff Road East that will facilitate the creation of two public streets known as Street A (South Boulevard) bounding the south, and Street B (Creek Street West) which will bound the east portion of the block. Phase 1A will be bounded by private streets to the north and to the west.

Phase 1B

Phase 1B will be located within Block W06, northeast of the Phase 1A lands, adjacent to the east side of the proposed Pomona Creek Park. Phase 1B will conceptually consist of two residential towers of approximately 22 storeys with an eight and two storey podium element containing approximately 399 residential units, and 1,100 square metres of non-residential uses at grade, and a total FSI of approximately 4.4.

Phase 1B also will include the creation of the new north-south Street 'A' which will extend to South Boulevard which will be extended along the southern boundary of Pomona Mills Park to connect with Creek Street West, as shown on Figure 3.

Phase 1C

Phase 1C will be located within Block W07, to the east of Phase 1B. This phase will consist of two residential towers at approximately 28 and 29 storeys in height, with an 8 storey podium element. Phase 1C will consist of approximately 748 residential units and 800 square metres of non-residential uses at grade, resulting in a total FSI of approximately 8.7.

Phase 1C also will include the creation of Street 'C' between North Boulevard and West Park Street, and the extension of West Park Street to Street 'A' as shown on Figure 4.

Phase 1D

Phase 1D will be located within Block W02, north of Phase 1A (Block W03). Phase 1D will consist of two residential towers at approximately 27 and 33 storeys tall inclusive of an 8 storey podium element, containing

approximately 680 residential units and 1,129 square metres of grade-related non-residential uses, resulting in an FSI of approximately 8.8.

Phase 1D and 1E will also include the extension of North Boulevard to Street 'A' and the closure of the existing Langstaff Road East as shown on Figure 5.

Phase 1E

Phase 1E, which will be the final portion of Phase 1, will be located within Block W05. This will consist of the first dedicated employment element of Langstaff Gateway. Phase 1E will include two mid-rise office buildings of 8 and 9 storeys, joined by a 3-storey podium element, between the Highway 407 right-of-way and North Boulevard. In addition, this phase will introduce a large new green space, consisting of a wedge-shaped park between Blocks W05 and W02 that connects to Pomona Creek Park, and a new linear green space between Highway 407 and the office block if required by the city.

Phase 1E will introduce employment uses in close proximity to the existing Langstaff GO station and will allow Langstaff Gateway to develop into a regional hub for office uses, taking pressure off of some nearby employment centres and promoting the reorganization of York Region's employment base into a more compact, urban, and transit-friendly format. In addition, it will provide high quality office space that will serve the employment needs of new residents of Langstaff Gateway itself, allowing residents to utilize active transportation to commute to and from work, and contributing to the development of a more complete community. The new green space will complement Pomona Creek Park and will serve users of both the office and residential portions of the community, as well as the broader community.

2.2 Phase 2

Phase 2, which is dependent on the construction of the subway extension and therefore likely to be a minimum of 12 years from commencement, generally consists of lands to the immediate east and the immediate west of the Phase 1 lands, the latter being those closest to Yonge Street and the future Langstaff/Longbridge subway station (Blocks W01, W04, W13 and W14), as well as two blocks east of Pomona Mills Park (Block W08, and W09/W10).

The highest density node is located near Yonge Street, in order to take advantage of the subway connection. A 9 storey office building is proposed to be developed on Block W04 with connection to the Langstaff/Longbridge subway station. Immediately to the north, Block W01 consists of a mixed-use block ranging in height from 12 to 36 storeys that will contain office and hotel uses.

Blocks W13 and W14, respectively to the south and north of the proposed Transit Green (the western portion of which will be completed as part of Phase 2), will consist of proposed residential towers at approximately 49 and 46 storeys in height. In addition, the linear park which will be initially developed as part of Phase 1E will be extended in a southwesterly fashion along the Highway 407 right of way and will wrap around the outside edge of the western portion of the Phase 2 lands to connect to Yonge Street.

The eastern portion of Phase 2 will consist of the development of Block W08, adjacent to Pomona Creek Park. This will consist of two residential towers, approximately 29 storeys in height, atop a podium that steps down

to 10 storeys. An elementary school is proposed within Block W08 which will be integrated into this future development, and will be adjacent to Pomona Mills Park.

Block W09/10 is proposed to consist of two towers at approximately 39 and 49 storeys in height with retail uses at grade.

As shown on Figure 6, Phase 2 will also extend West Park Street beneath the railway to connect with East Main Street in the East Precinct, as well as complete South Boulevard, thereby completing the road network within the West Precinct. A private north-south street will also be provided for adjacent to Block W01.

Given that the trigger for development beyond Phase 1 is the development of the subway, the commencement of Phase 2 is unlikely prior to 2030; accordingly, the precise sub-phasing of Phase 2 will be finalized at a later date through a future Precinct Plan update.

2.3 Phase 3

Phase 3 consists of Blocks W11, W12, and W15 which are located outside of the West Precinct (within the Central Precinct); accordingly, it is not subject to detailed analysis through this Phasing Plan exercise. The buildout of Phase 3 will not likely commence until at least the mid 2030's, and will be dependent on the development of the Highway 407 Transitway.

3 Phasing Strategy

The following section provides a summary and rationale for the phasing configuration described in Section 2.

3.1 Mix of Land Uses

The Phasing Plan is designed to deliver a complete community with a variety of land uses in order to facilitate the efficient movement of people by transit and active transportation. The first subphase of development, Phase 1A, is a mixed-use block that incorporates residential and the possibility of grade related retail uses once the critical mass is such that these uses become viable. As part of Phase 1A, Pomona Mills Creek Park will be developed prior to the commencement of Phases 1B through 1E.

Phase 1B through D will provide for additional residential uses to create a population base that will be able to support commercial uses, and will be able to support live work relationships to the employment uses to be included as part of Phase 1E.

Phase 2 will build upon the opportunity afforded by the extension of the subway to Langstaff Gateway and will introduce significant employment and hotel uses and will deepen the community's commitment to mixed use and transit-oriented development with excellent potential for developing live work relationships that will be supported by active transportation (such as walking and cycling). This will ensure that Langstaff Gateway does not become simply a high-density bedroom community, but also a regional destination.

3.2 Community Services and Facilities

A key consideration of this Phasing Plan, and one of the major rationales for its requirement as part of this application, is to ensure that adequate community services and facilities are provided, concurrent with development. The enclosed Community Services and Facilities Study, prepared by Walker, Nott Dragicevic Associates Ltd., expands upon the existing and future services.

Community services and facilities will be developed alongside residential and mixed use development. The Community Services and Facilities Study referenced above identifies some capacity at facilities in the vicinity of Langstaff Gateway that are capable of accommodating residents from Phase 1A and, potentially, future phases of development. Eventually, services will be required to be built into future development blocks to serve the significant residential density proposed as part of all three phases. The specific location and timing for introducing these uses will be determined through the planning process for phases subsequent to Phase 1A, in consultation with the appropriate providers.

Additional community services and facilities – including medical facilities, places of worship, and other civic uses – will be made available via the mixed-use nature of Langstaff Gateway. Appropriate spaces will be made available for these organizations and facilities in the various non-residential spaces that are being proposed, including grade related non-residential spaces proposed as part of each block in the West Precinct. The new school site, subject to consultation with the school boards and the City, may also be designed in a manner that facilitates its use as, or co-location with, a community and recreation space, subject to discussions with the appropriate service providers.

3.3 Parks and Open Space

The provision of green space for residential and non-residential users in the West Precinct is a priority. In particular, the proposed Pomona Creek Park will be constructed as part of the first subphase (Phase 1A) and secured through the draft plan conditions. This will ensure that there is a central green space to anchor future phases of development, and which provides a community gathering space.

Parkland will then continue to be built out as the residential and office buildings are constructed throughout Phase 1. In addition to Pomona Creek Park, Phase 1 will see the construction of multiple additional smaller open spaces. A portion of the proposed bike trail, running east-west along the southern perimeter of the Subject Lands, is planned for Phase 1, and will be completed as part of Phase 2.

A linear green space is also proposed along the northern perimeter of the West Precinct, directly parallel to the Highway 407 right of way and the proposed office and residential buildings developed as part of Phases 1D and 1E. This linear park also connects to a wedge-shaped green space located between Blocks W02 and W05, across the street from Pomona Creek Park, to which it will be connected via a continuously-marked pathway. Finally, a portion of the proposed Transit Green Park will also be constructed as part of Phase 1. Phase 2 will include the completion of the Transit Green Park, as well as an extension of both linear parks/trails.

The phasing of parks and open spaces is intended to develop open space concurrently with development. The Phasing Plan will create a balance whereby park space is available to residents and users of the employment buildings upon occupancy, but not in a way that greatly precedes their construction and creates underutilized, empty spaces.

3.4 Road Network

As shown in Figure 7, the road network will be constructed to provide access to each development block in a sequential fashion as development proceeds. As described in more detail in the accompanying Precinct Plan, the proposed development of the Subject Lands includes a new public road network. The “arch” alignment of the existing Langstaff Road East will generally be maintained, with a new east-west road (South Boulevard) running along the southern portion of the West Precinct to be built as part of Phase 1 and later extended east as part of Phase 2 (connecting to roads in the Central and East Precinct of Langstaff Gateway and not part of this Precinct planning exercise).

A new north-south street will also be built as part of Phase 1, connecting the existing Langstaff Road to the new South Boulevard. An additional north-south street (Street ‘C’) will be built farther east as part of Phase 2, in order to provide access to the residential blocks labelled W07 and W09/W10. Phase 2 will also include a new east-west road running from the westernmost north-south road (Street ‘A’), eastwards into the east precinct. Phase 3 includes no new road construction.

The proposed road network is designed both for local access and through-travel purposes, but also breaks up the West Precinct into small development blocks, improving connectivity and walkability, and allowing for human-scaled street-related buildings. The Phasing Plan for the road network ensures that development blocks are established early on, and all buildings can be accessed and serviced.

3.5 Servicing

The proposed Servicing Phasing Plans include the existing conditions and subsequently, the proposed stormwater management plan, sanitary servicing scheme and water supply infrastructure in sequential sub-phases for the West Precinct. Figures 8, 9, 10, 11 and 12 demonstrate the sequential sub-phases for servicing within the West Precinct.

This servicing phasing plans noted above, outline the existing conditions for the Langstaff Gateway Study Area and subsequently, a proposed storm water management plan, sanitary servicing scheme and water supply infrastructure for the proposed Langstaff Gateway West residential/commercial development in the City of Markham.

Servicing within the West Precinct proposed to employ two storm water management systems for the west portion of the Langstaff District. One system referred to as the public system, designed to collect runoff from the public ROW, this system will be attenuated and treated prior to discharging into the clean water collector system. The second system referred to as the clean water collector, is designed to collect and convey the treated water from the private blocks and discharge into Pomona Creek.

Existing external flows to Pomona Creek are proposed to have their conveyance routes re-routed where necessary; however, their existing discharge locations shall remain in the proposed condition. Proposed external flows from LGE will be accepted and conveyed through both storm water management systems ultimately to discharge to Pomona Creek. A site level water balance has been proposed. LID techniques are encouraged for each block in order to retain the first 5mm of runoff from any rainfall event.

The sanitary servicing for the West Precinct lands will be achieved via a connection to the Pomona Collector Sewer; this collector is proposed to be relocated so that it remains within the proposed transportation ROW. Similar to the storm water servicing scheme, an external area from the East Precinct will convey wastewater flows through the subject site to the Pomona Collector, while the remainder of East Precinct will discharge the sanitary flows to the Richmond Hill Collector to the East of the site. The anticipated densification from the original master plan reveals the potential for downstream capacity concerns. A comprehensive analysis may be warranted when site statistics are available to confirm this densification.

Water supply for the Langstaff Gateway Development will be provided in part via the York Region Pressure District 5 and in part by the Region's Pressure District 6. Lands in the recommended PD5 operating range will be serviced via a connection to the local 300mmØ watermain on Yonge Street. Similarly, lands with elevations in the recommended PD6 operating range will be serviced via two recommended connections to the regional 1050mmØ transmission main. Furthermore, it is proposed to add redundancy to the water supply system by connecting the internal PD6 mains to the internal PD5 mains with the use of a pressure reducing valve.

4 Conclusion

In conclusion, the Langstaff Gateway community is designed with the principle of complete communities in mind, and is intended to be a dense, urban, mixed-use community that, at full build-out, is entirely self-sufficient in terms of meeting daily needs. This includes residential, employment, and retail uses, in addition to various open space and community service elements. Careful consideration was put into deciding how these land uses and services are to be phased in, in order to ensure that a complete community naturally develops, and that land uses evolve organically as there is demand for them.

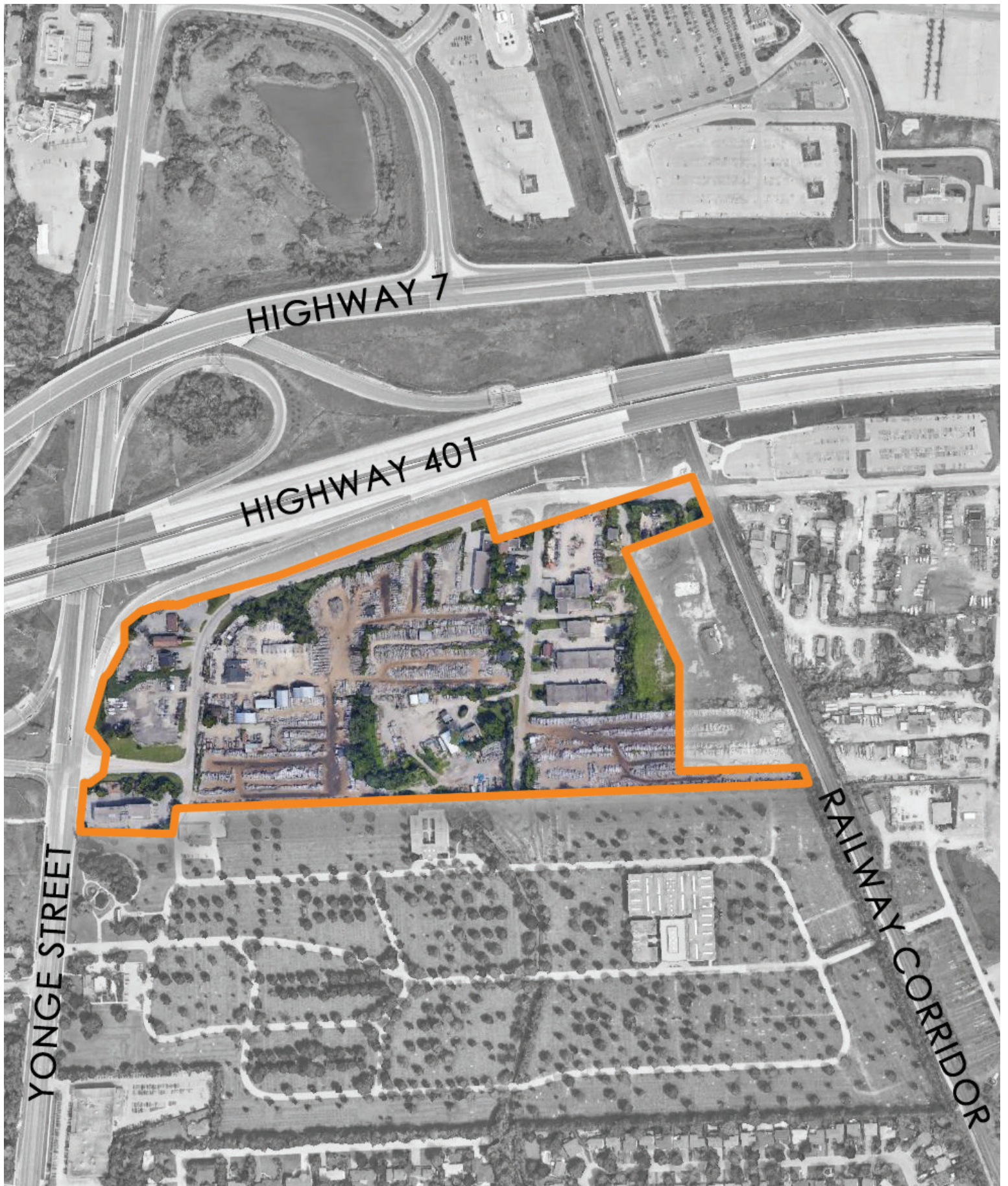
The build-out of Langstaff Gateway will occur over many years and decades. Throughout this time, it is possible that shifting demographics, consumer preferences, and land use planning preferences, among other factors, may lead to necessary changes and refinements being made to the phasing strategy. At this time, it is our opinion that the Phasing Plan provides the most logical and appropriate framework for development for the West Precinct over the next decade or more, but may be subject to refinement as future phases proceed.

We trust that this information is sufficient for the purpose of evaluating the Proposed Development in terms of its place within the overall phasing strategy for Langstaff Gateway.

WND associates
planning + urban design



Andrew Ferancik, MCIP, RPP
Principal

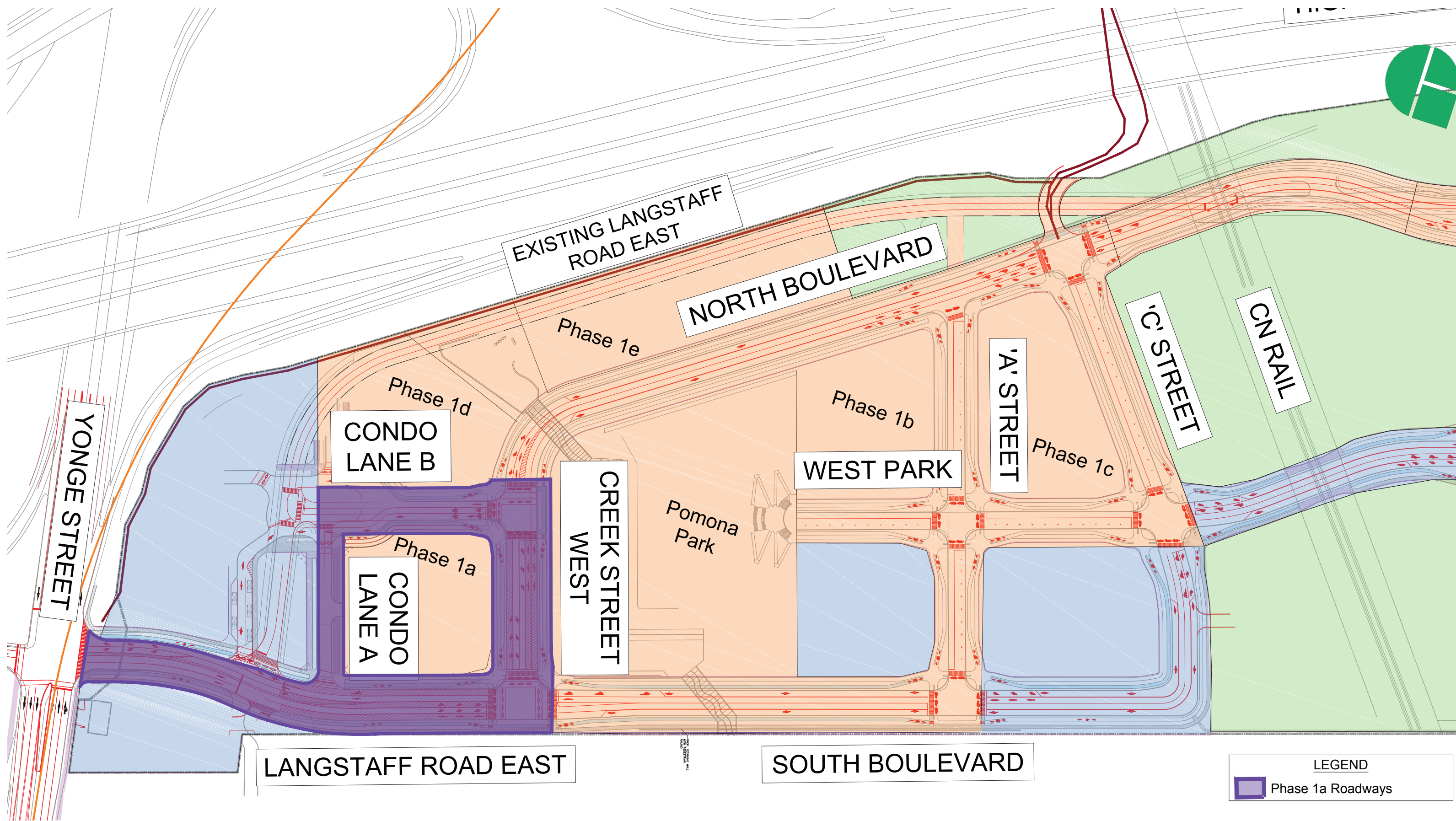


WEST PRECINCT AREA
AERIAL PHOTOGRAPH

West Precinct Area 

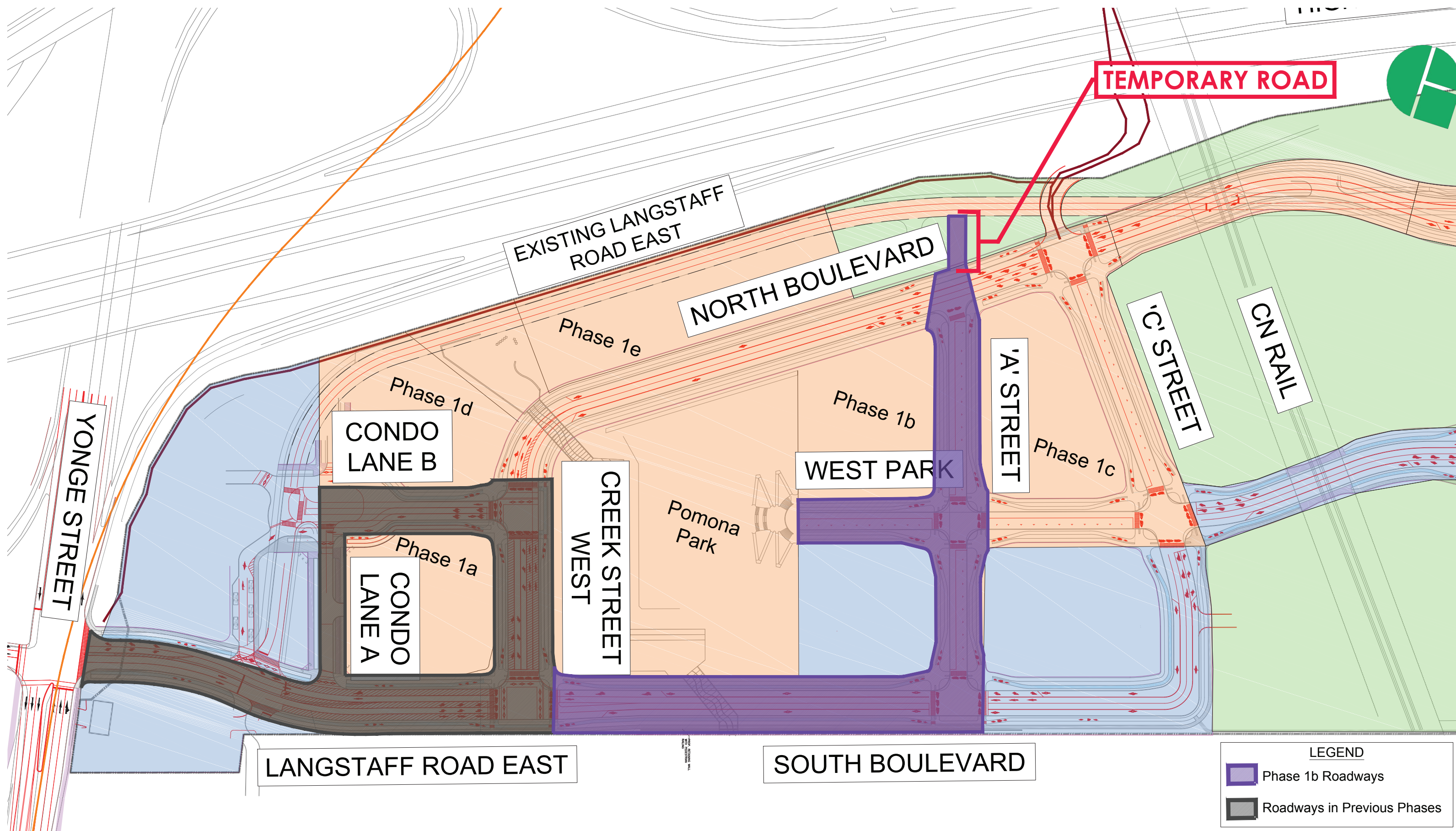
NTS | WND File No 05.705.01 | December 2018

Figure 1
Langstaff Gateway - West Precinct | City of Markham, ON



**TRANSPORTATION PHASING PLAN
PHASE 1A**

Figure 2
Langstaff Gateway - West Precinct | City of Markham, ON

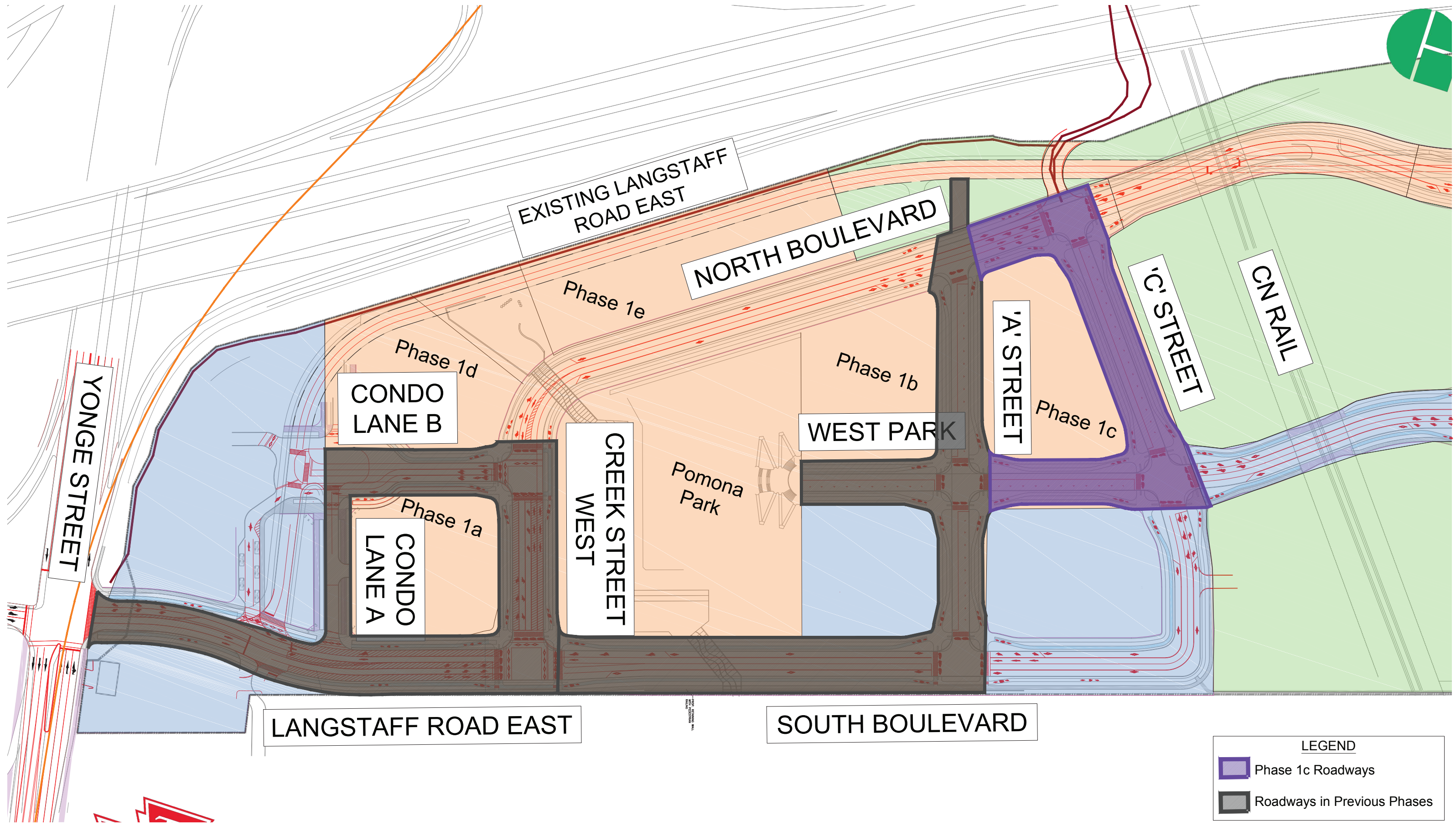


LEGEND

- Phase 1b Roadways
- Roadways in Previous Phases

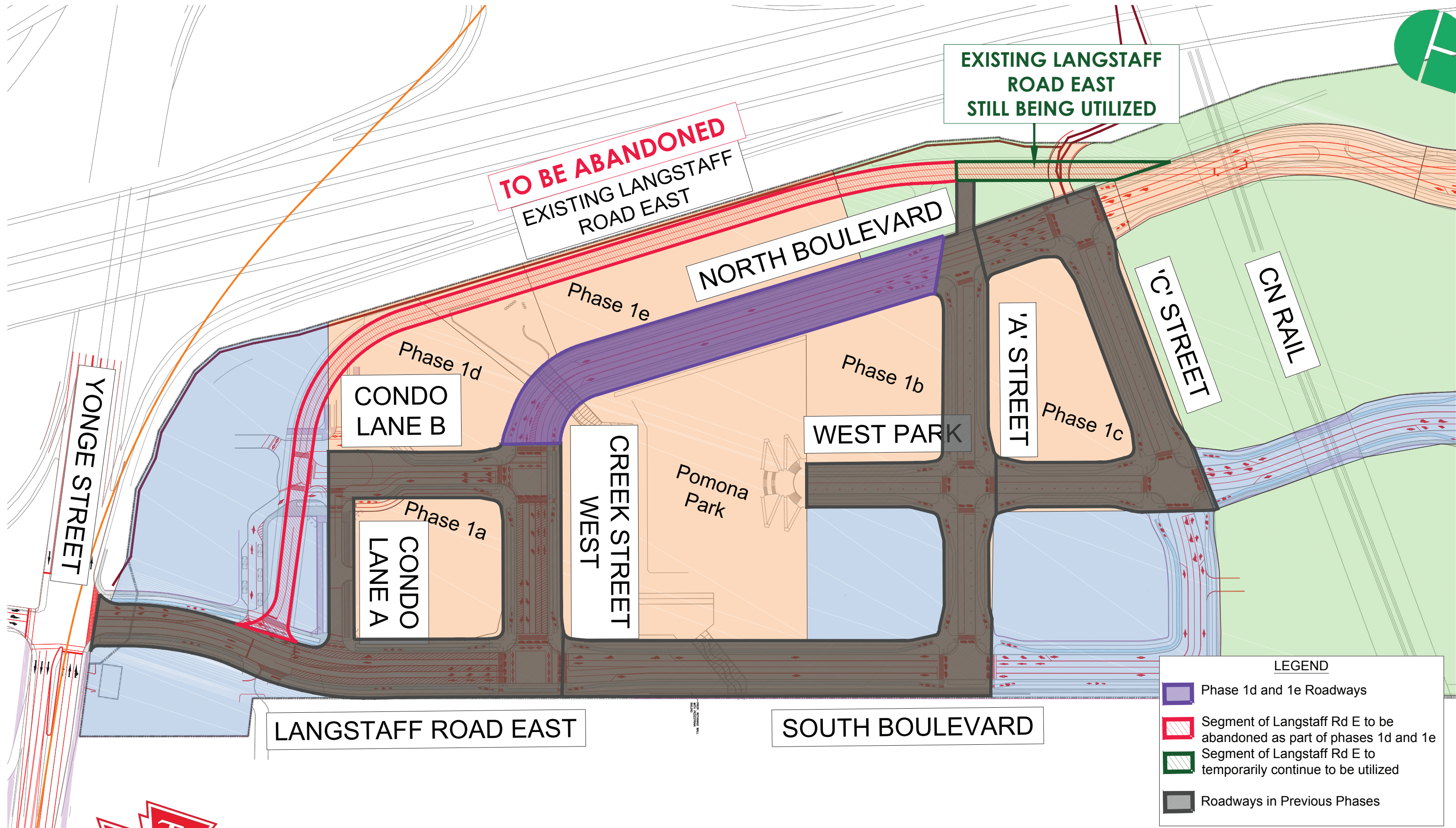
**TRANSPORTATION PHASING PLAN
PHASE 1B**

Figure 3
Langstaff Gateway - West Precinct | City of Markham, ON



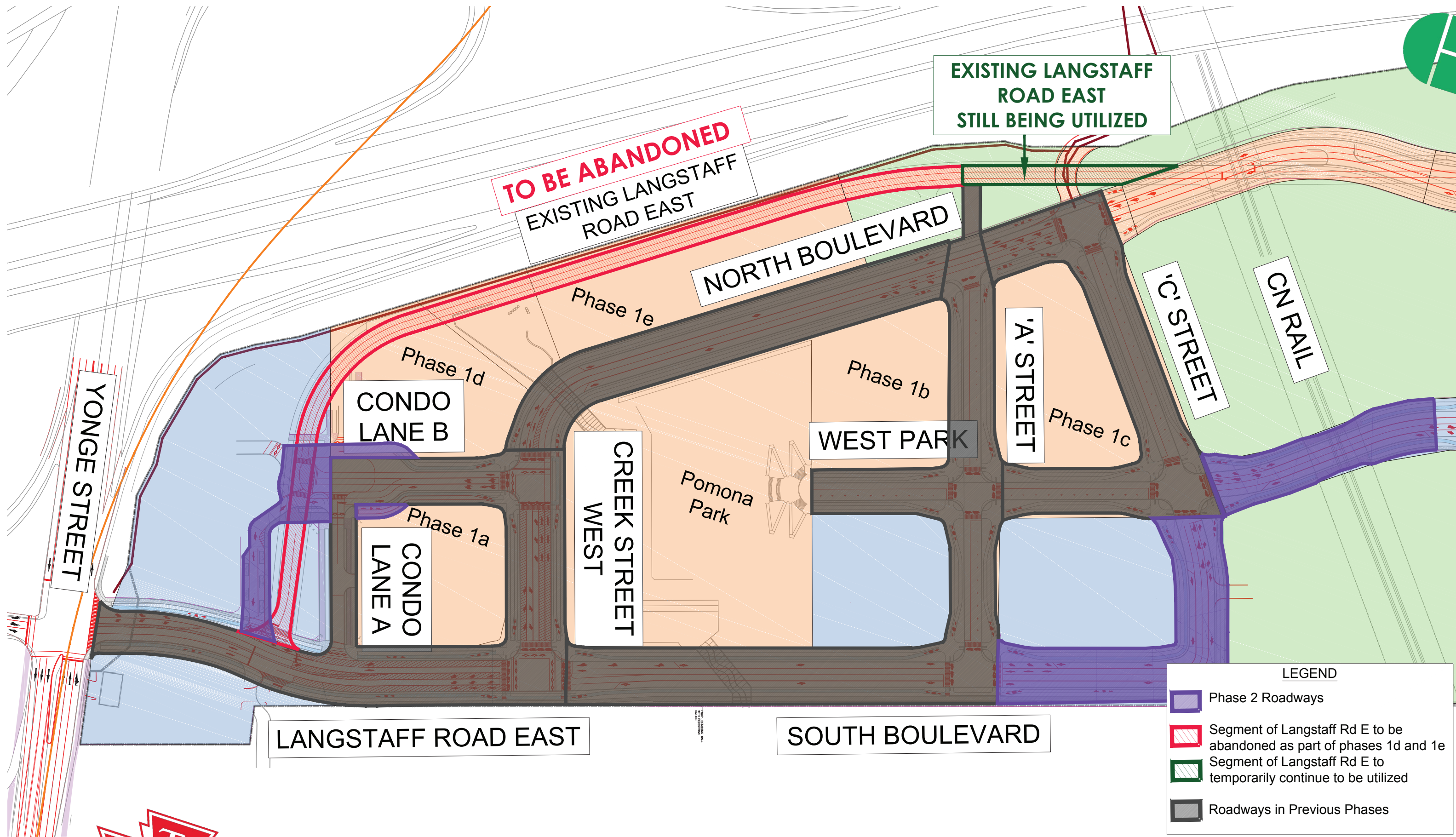
**TRANSPORTATION PHASING PLAN
PHASE 1C**

Figure 4
Langstaff Gateway - West Precinct | City of Markham, ON



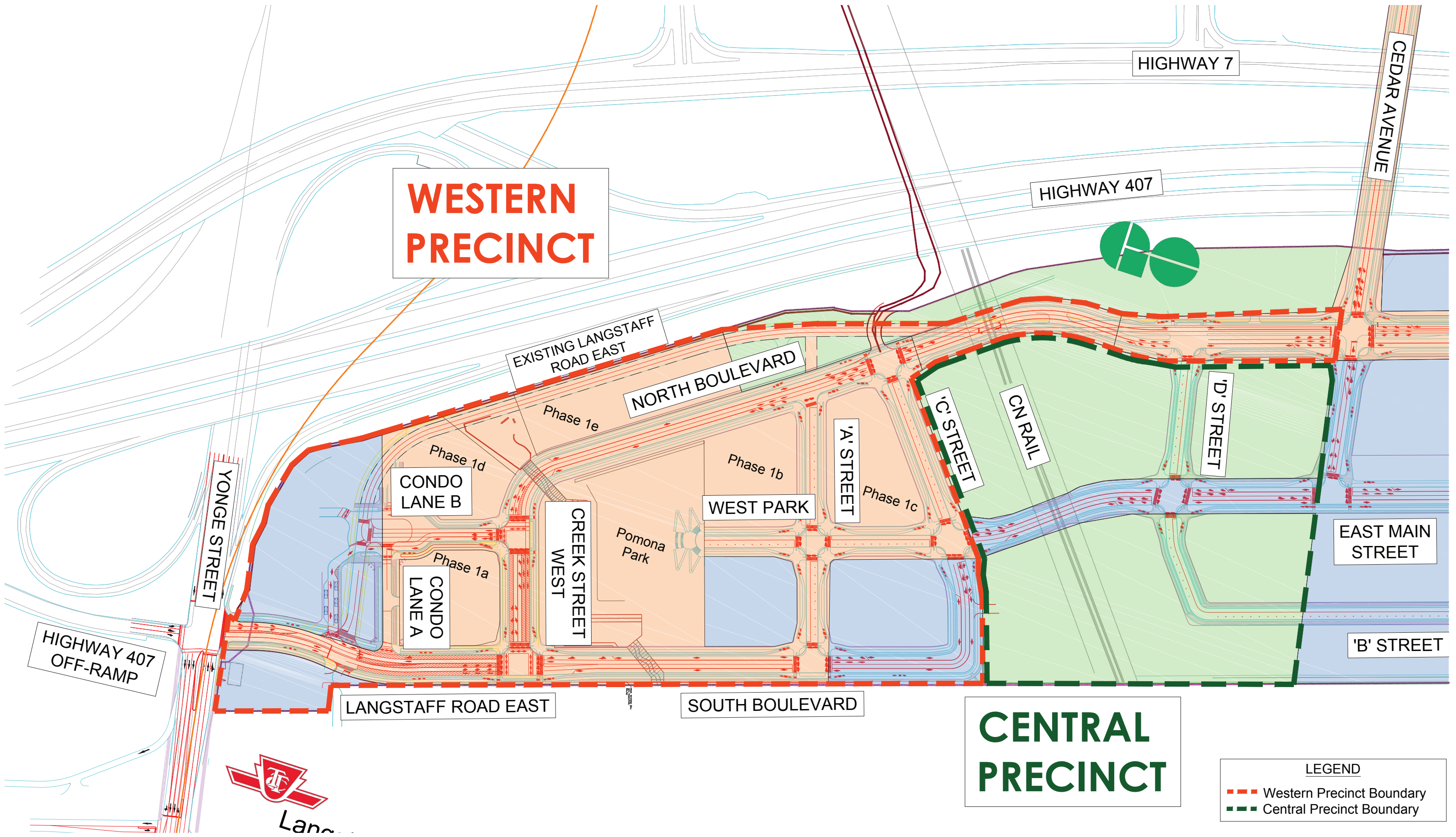
**TRANSPORTATION PHASING PLAN
PHASES 1D & 1E**

Figure 5
Langstaff Gateway - West Precinct | City of Markham, ON



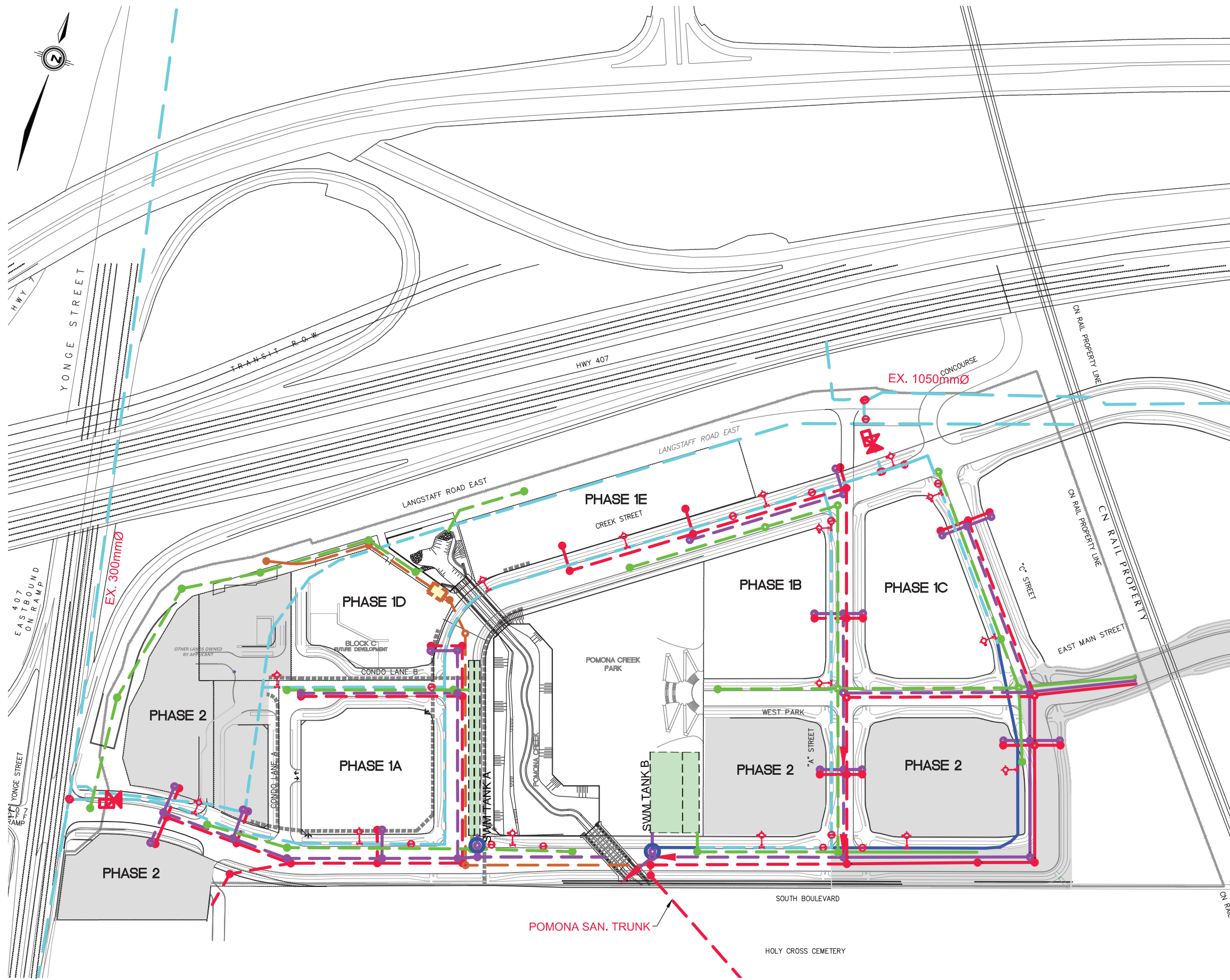
**TRANSPORTATION PHASING PLAN
PHASE 2**

Figure 6
Langstaff Gateway - West Precinct | City of Markham, ON



**TRANSPORTATION PHASING PLAN
MASTER PHASING PLAN**

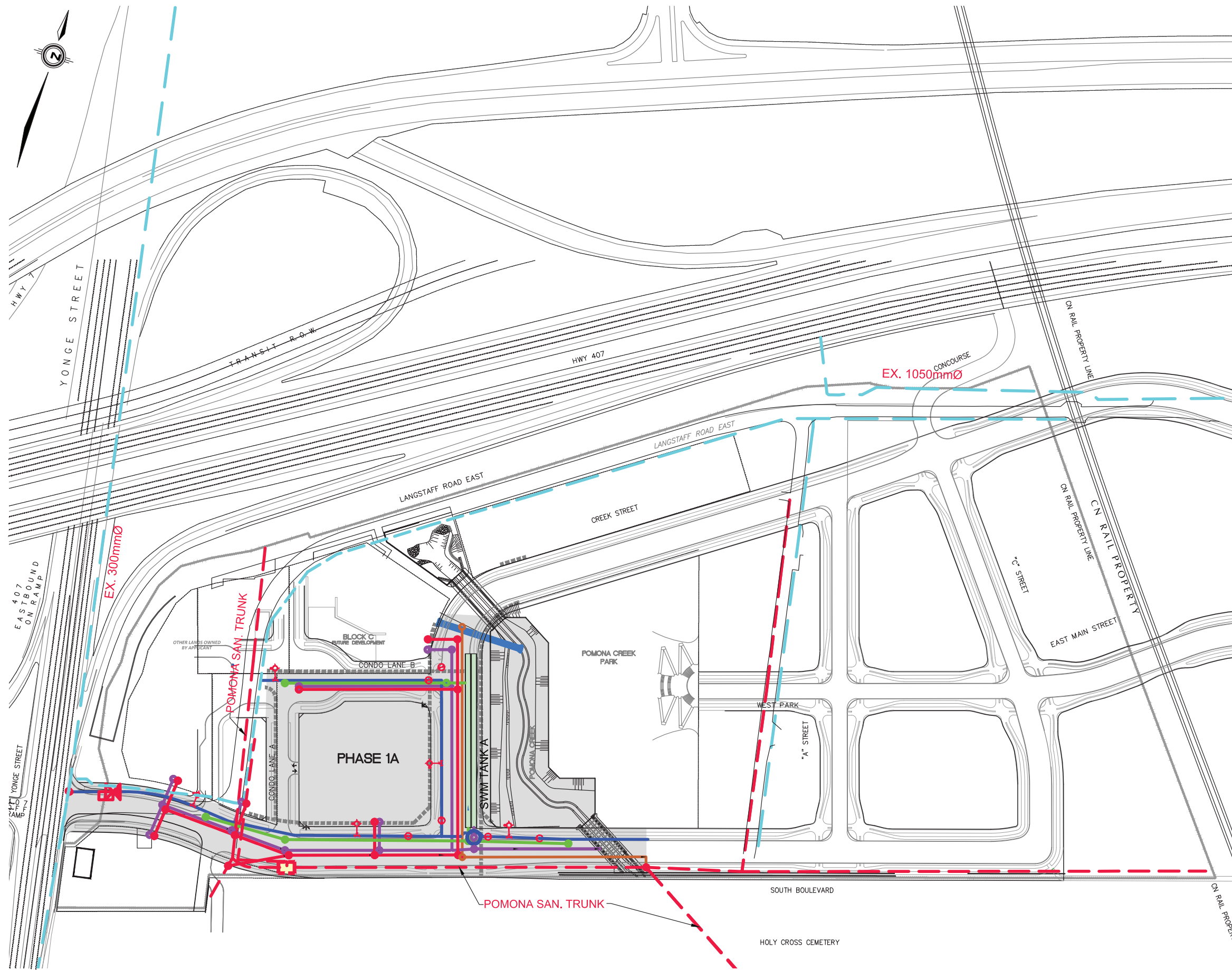
Figure 7
Langstaff Gateway - West Precinct | City of Markham, ON



- LEGEND**
- LANGSTAFF GATEWAY WEST SUBJECT LANDS
 - PROPOSED STORM SEWER
 - PROPOSED SWM TANK
 - PROPOSED CLEAN WATER COLLECTOR
 - EXISTING SANITARY SEWER
 - PROPOSED SANITARY SEWER
 - EXISTING SANITARY SEWER METER CHAMBER
 - PROPOSED RE-ALIGNMENT SANITARY COLLECTOR SEWER
 - EXISTING WATERMAIN
 - PROPOSED MUNICIPAL WATERMAIN
 - PROPOSED CONNECTION TO EXISTING WATERMAIN SERVICE
 - PRESSURE REDUCING VALVE (PRV)
 - OIL GRIT SEPARATOR

**PROPOSED SERVICING PLAN
PHASE 2**

Figure 8
Langstaff Gateway - West Precinct | City of Markham, ON



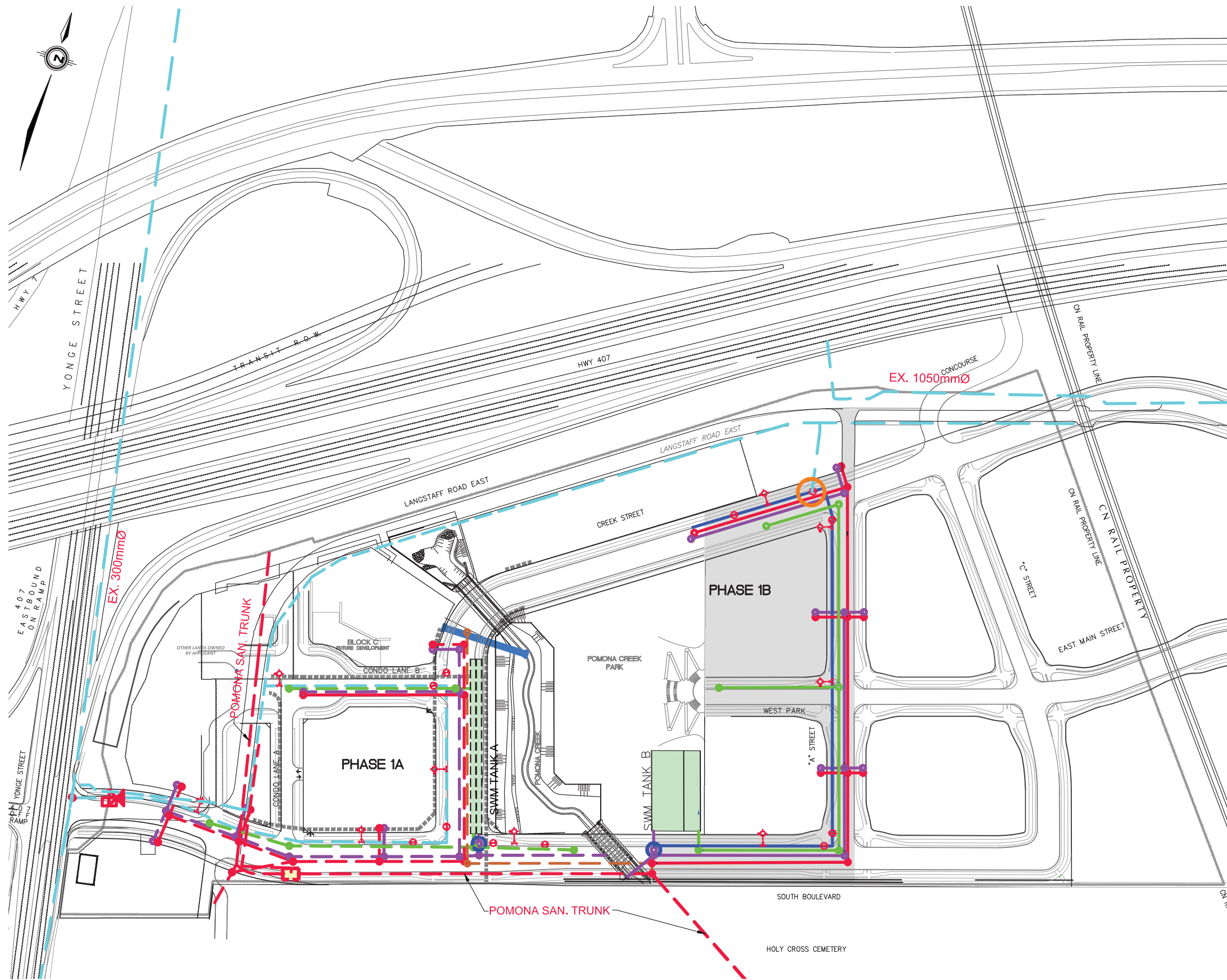
- LEGEND**
- LANGSTAFF GATEWAY WEST SUBJECT LANDS
 - PROPOSED STORM SEWER
 - PROPOSED SWM TANK
 - PROPOSED CLEAN WATER COLLECTOR
 - EXISTING SANITARY SEWER
 - PROPOSED SANITARY SEWER
 - +

 EXISTING SANITARY SEWER METER CHAMBER
 - PROPOSED RE-ALIGNING SANITARY COLLECTOR SEWER
 - EXISTING WATERMAIN
 - PROPOSED MUNICIPAL WATERMAIN
 - PROPOSED CONNECTION TO EXISTING WATERMAIN SERVICE
 - PRV

 PRESSURE REDUCING VALVE (PRV)

**PROPOSED SERVICING PLAN
PHASE 1A**

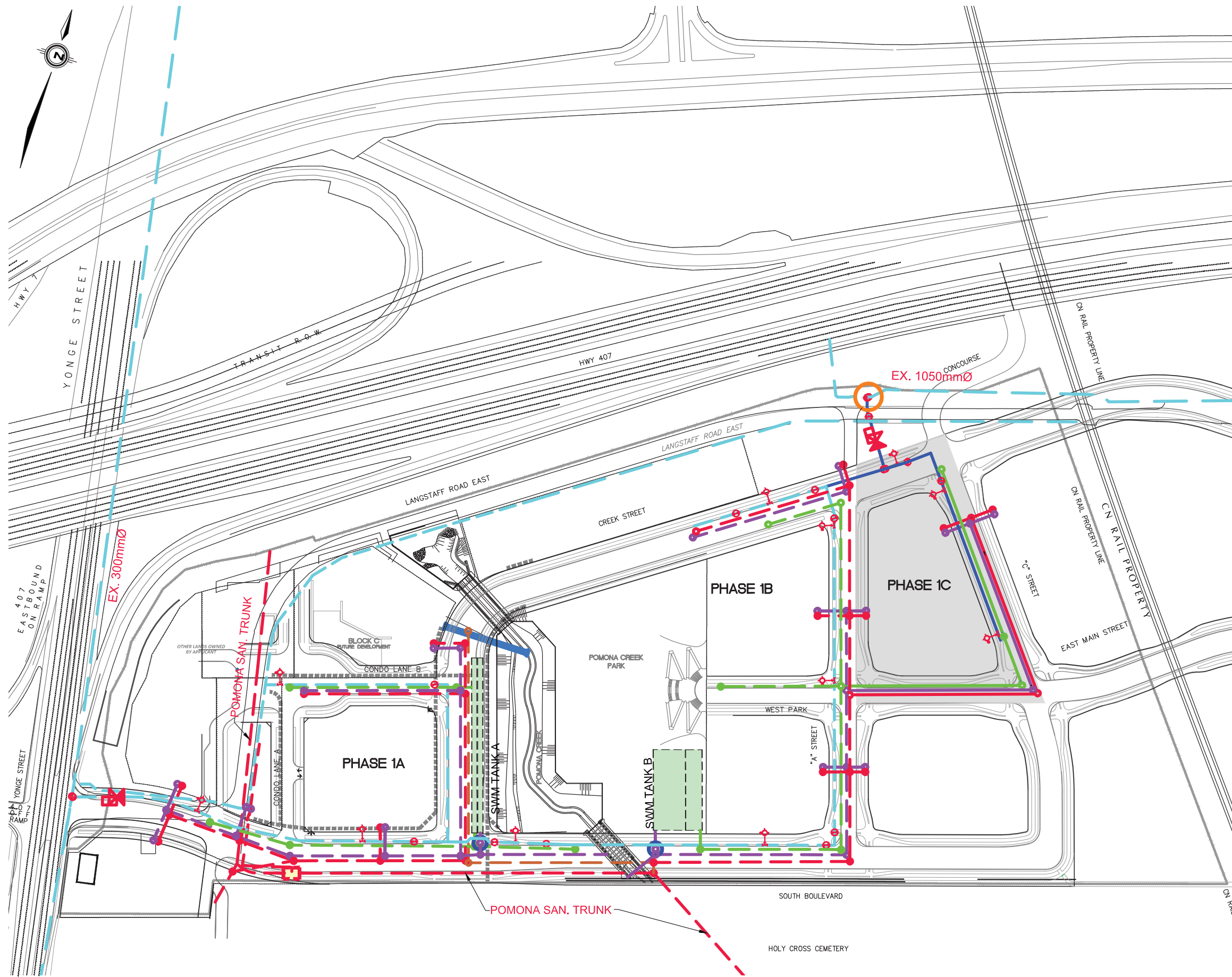
Figure 9
Langstaff Gateway - West Precinct | City of Markham, ON



- LEGEND**
- LANGSTAFF GATEWAY WEST SUBJECT LANDS
 - PROPOSED STORM SEWER
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 - PROPOSED SANITARY SEWER
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 - PROPOSED RE-ALLIGNED SANITARY COLLECTOR SEWER
 - EXISTING WATERMAIN
 - PROPOSED MUNICIPAL WATERMAIN
 - PROPOSED CONNECTION TO EXISTING WATERMAIN SERVICE
 - PRESSURE REDUCING VALVE (PRV)

**PROPOSED SERVICING PLAN
PHASE 1B**

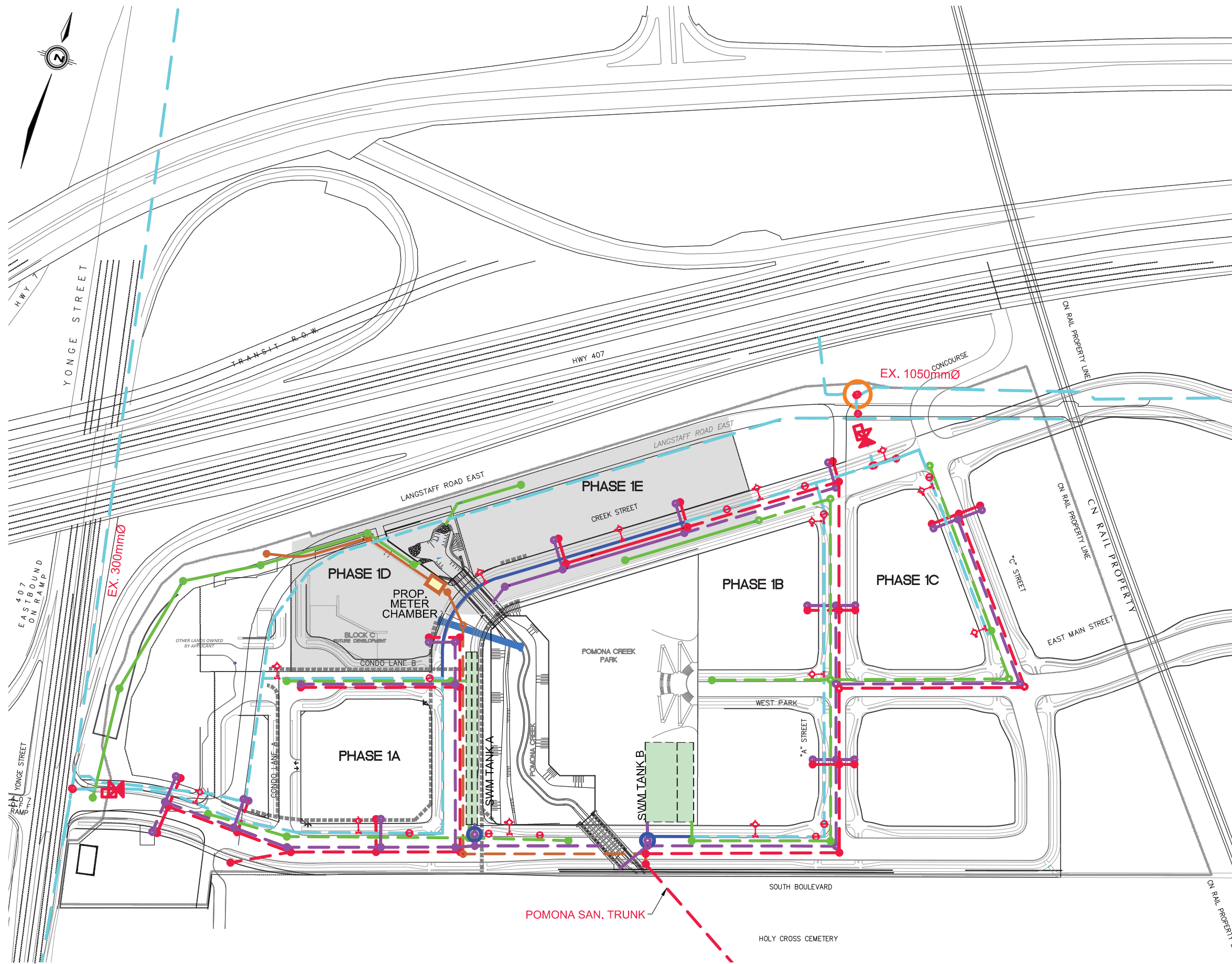
Figure 10
Langstaff Gateway - West Precinct | City of Markham, ON



- LEGEND**
- LANGSTAFF GATEWAY WEST SUBJECT LANDS
 - PROPOSED STORM SEWER
 - PROPOSED SWM TANK
 - PROPOSED CLEAN WATER COLLECTOR
 - EXISTING SANITARY SEWER
 - PROPOSED SANITARY SEWER
 - EXISTING SANITARY SEWER METER CHAMBER
 - PROPOSED RE-ALIGNED SANITARY COLLECTOR SEWER
 - EXISTING WATERMAIN
 - PROPOSED MUNICIPAL WATERMAIN
 - PROPOSED CONNECTION TO EXISTING WATERMAIN SERVICE
 - PRESSURE REDUCING VALVE (PRV)

**PROPOSED SERVICING PLAN
PHASE 1C**

Figure 11
Langstaff Gateway - West Precinct | City of Markham, ON



LEGEND

- LANGSTAFF GATEWAY WEST SUBJECT LANDS
- PROPOSED STORM SEWER
- PROPOSED SWM TANK
- PROPOSED CLEAN WATER COLLECTOR
- EXISTING SANITARY SEWER
- PROPOSED SANITARY SEWER
- EXISTING SANITARY SEWER METER CHAMBER
- PROPOSED RE-ALIGNED SANITARY COLLECTOR SEWER
- EXISTING WATERMAIN
- PROPOSED MUNICIPAL WATERMAIN
- PROPOSED CONNECTION TO EXISTING WATERMAIN SERVICE
- PRESSURE REDUCING VALVE (PRV)

**PROPOSED SERVICING PLAN
PHASE 2**

Figure 12
Langstaff Gateway - West Precinct | City of Markham, ON