



# TAXIWAY WEST

## District Plan

May 2022

123 Garratt Boulevard, Toronto

Prepared For:

Northcrest Developments



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## PREPARED FOR:

Northcrest Developments

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## Land Acknowledgment

Southern Ontario has been the home of Indigenous peoples since time immemorial. The area we now know as Toronto is the traditional territory of the Michi Saagiig Anishnaabeg and the historic homelands of the Haudenosaunee and the Wendat peoples. The territory was the subject of the Dish with One Spoon Wampum Belt Covenant, an agreement between the Haudenosaunee Confederacy and Anishinaabeg Confederacy and allied nations to peaceably share and care for the land, water, flora, and fauna around the Great Lakes. Toronto is within the territory covered by Mississauga Treaty No. 13, negotiated in 1787 and revised in 1805 between the Mississaugas of the Credit and the Crown.



## Dear Reader,

As the master developer of the 370-acre Downsview Airport Lands and what is the traditional homelands of many First Nations including the Mississaugas of the Credit, signatories to Mississauga Treaty 13 (1805), Northcrest Developments welcomes both the opportunity and the responsibility that comes with re-developing the site. We recognize and respect the enormous impact such an undertaking will have on the local community and, indeed, the entire city and region.

We believe that development can, and should contribute to a more a sustainable, resilient and equitable future. To do so, it must be done collaboratively with the community, residents, key stakeholders, Indigenous communities, and First Nations rights-holders. Such efforts must also respond to the many challenges we face and work towards unlocking opportunities to improve outcomes for people and overall quality of life. That is development done differently – it is Responsible Development.

Northcrest's first district at Downsview, referred to as Taxiway West District, is inspired and informed by the vision set out in the Downsview Framework Plan – the result of months of discussions with more than 3,500 individuals and 150 groups from the local area and across the city including Indigenous peoples, African, Caribbean and Black communities, and youth.

This area is already characterized by its own unique and important attributes – as an employment centre with existing buildings primed for re-use and a mature residential community right next door. With a great foundation and history to build upon, we see significant opportunities to improve connections to Downsview Park and rapid transit stations, and to introduce new amenities and services. More than anything, the opportunity exists to create a new place.

In this new place, we see a thriving employment hub that builds on the incredible legacy of innovation and excellence that has defined this area for so long. We see the chance to build up the local economy, to provide jobs and pathways to employment opportunities, and to foster and support new businesses and entrepreneurship.

We see this as a place where people are prioritized over cars, a walkable, safe environment that is well connected to the surrounding area and key local features like Downsview Park; a place with new parks and open spaces that replaces concrete with trees, greenery and wildlife with new playgrounds and facilities; and a place rich in arts and culture.

We see a place where people can live a short walk from their work, a place with a spectrum of homes and housing types, including affordable options.

And we see this as a place that responds to climate change - where we make a determined effort to reduce carbon emissions, better manage stormwater, combat flooding, and lead on energy and waste reduction with innovative new approaches.

Northcrest is proud to share this vision. It is rooted in the learnings so generously shared by the many people and organizations who have participated in our public processes of outreach and engagement to date. And it is a living example of our commitment to Responsible Development.

**Thank you for joining us on this journey.**

Chris Eby  
Northcrest Developments

Derek Goring  
Northcrest Developments

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# Executive Summary

**The redevelopment of Downsview is a once-in-a-generation opportunity.**

The 41.4 hectares (102 acres) of land between the Park Commons and the Ancaster community – referred to, for the purposes of this document, as Taxiway West – have long been associated with aerospace manufacturing. For decades, these lands have supported thousands of jobs and helped power Toronto’s economy.

The imminent relocation of Bombardier’s manufacturing operations and closure of the Downsview airfield presents a once-in-a-generation opportunity to reconsider how these lands will evolve - not just as an anchor for employment, but also as a response to other priorities, including housing, community infrastructure, and open spaces.

To advance this work, Northcrest has been engaging the City, the local community, Indigenous rights holders, and other stakeholders since 2021. This process highlighted various ideas and aspirations, which have informed the development of the proposed District Plan.

The District Plan provides a comprehensive framework that will guide future development in the District as a unique and thriving employment hub supported by new homes and amenities. The District Plan outlines the vision and structuring moves for sustainability, open spaces, mobility and community-building that will guide the transformation of the Taxiway West District into a highly walkable place that contains a robust public realm, that supports local arts and culture, and has a predominately mid-scale form that promotes a comfortable microclimate year-round.

To support the achievement of this vision, the District Plan outlines a high-level conceptual phasing strategy that identifies the order of physical and public infrastructure elements to achieve the build-out of an employment-focused, live-work community.

Upon completion, the District will support approximately 274,000 square metres (2.95M square feet) of non-residential uses (7,550 direct jobs), and 2,850 units (4,940 residents). The District will provide approximately 2.74 hectares (6.77 acres) of open space, of which 2.02 hectares (4.99 acres) is proposed as parkland.

Taxiway West strives to become...

### **A thriving employment hub supporting new jobs and opportunities.**

Taxiway West will become a vibrant employment hub that will attract a mix of light industrial, office, and retail uses. In turn, these uses will create thousands of new jobs, support local workforce development, and set the stage for a broad range of economic development opportunities for Toronto.

The District Plan celebrates the legacy of innovation and the industrial character of the lands by retaining and repurposing the existing hangars to attract a variety of tenants and users in industries like film and media, technology, and advanced manufacturing. The former taxiway is reimagined as a community spine, lined with animated uses that will attract growing industries, residents and visitors.

Additional uses and amenities will be layered in, and spread across the District to create a lively pedestrian experience. Many of the workplaces within the district will be oriented to the outdoors offering unique opportunities for collaboration within indoor-outdoor work environments.

Together, these strategies will make Taxiway West a destination, as well as a bustling community: alive with activities every day of the week, and at all times of the day, thriving with the sense of innovation and discovery.





Taxiway West strives to become...

**A comfortable community with new homes and amenities.**

In addition to new employment uses, Taxiway West will introduce a complementary range of residential uses, as well as community-supportive amenities.

The District incorporates a range of housing options, including a variety of townhomes and mid-rise buildings; provisions for rental and ownership units; and market and affordable options. This spectrum of housing choices will be supported by social infrastructure and amenities: community-oriented uses, neighbourhood servicing retail, destination services, and generous open spaces. These amenities will support the needs of new and adjacent residents and workers.

Buildings within the District will be predominantly mid-scale. This will generate the critical mass of activity needed to support a thriving urban environment, while balancing the desire to create a comfortable human-scaled environment that complements the retained hangar structures and responds to the surrounding low-rise context.

Taxiway West strives to be...

**Distinguished for its diversity of public spaces, alive with arts and culture.**

Taxiway West incorporates a range of parks, open spaces and local destinations that range in size and program. Together, this tapestry of parks and open spaces will create a network of places that support social connections among District workers, residents and visitors, as well as physical connections between key District destinations.

Downsview Park will become an extension of the District via the elevated Downsview Park Bridge. This critical pedestrian and cycling link will make Downsview Park's vast open spaces accessible like never before for residents and workers east of the rail line.

Within the District, diverse open spaces are distributed among new and existing buildings, allowing for delight and discovery. Larger open spaces give way to more intimate ones, each playing a role in the civic life of the District, and relating directly to the unique buildings and uses that surround them.

These varied spaces create a myriad of opportunities for arts and culture to spill out from adjacent buildings or take centre stage.

Together, this collection of public spaces will draw activity, energy, and excitement onto the streets and in the public realm.







Taxiway West strives to be...

### **A walkable and connected community.**

All modes and road users will be connected to, and be welcomed within Taxiway West. Existing streets will extend into the District, and these streets will be completed by a diversity of fine-grained paths and corridors: shared streets, laneways, and mid-block connections. These connections will reorient this area of the city towards an approach to mobility that prioritizes the experience in the public realm.

The orientation of private streets and laneways will contribute to positive microclimate impacts and avoid the creation of wind corridors and windy conditions within the public realm.

The result will be a highly walkable and accessible community with new pedestrian-priority roads, paths, cycle trails, and new connections to Downsview Park. Public streets will support frequent and reliable surface transit: providing first and last mile connections to the nearby higher-order transit stations.

These investments will make walking, rolling, cycling and public transit faster and more comfortable, and ultimately make getting around more climate-friendly and safer.

Taxiway West strives to become...

### **A sustainable, healthier community.**

The layers of places within the District – parks and open spaces, streets and mobility connections, land uses and the infrastructure solutions that support them – have been designed in an integrated and holistic manner.

Existing buildings are repurposed for innovative and community-oriented purposes. New buildings will be designed with an eye towards a low-carbon future by including various measures and techniques to minimize carbon production and emissions throughout the District - including adaptive reuse of existing hangar buildings, green infrastructure, passive design, low-carbon energy sources, achieving green building targets, and minimizing embodied carbon in building materials. Streets are treated as essential public spaces, and alongside the remainder of the public realm, contribute to stormwater management, neighbourhood comfort, and habitat health and biodiversity.

The unique live-work character of the District also promotes sustainability, resilience and neighbourhood health. By including places to work, live, play and explore throughout, the District Plan curates a lifestyle that enables and encourages walking, rolling, and greater use of transit, generating activity and connections in the public realm. By including diverse housing options, and protecting for community-focused uses, the District Plan ensures a more diverse population can access this healthy lifestyle.

The result is a low-carbon community that prioritizes equity and well-being for all.





SECTION 1

# Introduction

# 1.1 Introduction

Taxiway West District is situated in the centre of a rapidly growing city and region. As part of the broader Downsview Lands, the District has had a long legacy of aviation-related employment uses. Today, it is surrounded by mixed and vibrant neighbourhoods.

## Overview of Taxiway West District

Taxiway West is located in Downsview, North York, in the southwestern portion of the Downsview Framework Plan Area and Downsview Secondary Plan Area. It is 41.4 hectares (102 acres) in size, and is situated south of the Downsview Park Commons, west of the existing runway, east of the Barrie GO rail line and north of the Ancaster neighbourhood.

The lands were first developed for aviation uses in the 1950s, after de Havilland Canada (DHC) was granted a lease on the lands in 1952. In the decades following, DHC built many of the buildings that remain today. In 1985, DHC was sold to Boeing, and the lands were soon sold again to Bombardier in the 1990s.

Since the late 1990s, these lands have been known as the Bombardier Aerospace facility, an aerospace manufacturing operation. Employment levels at the site have fluctuated over time: at its peak, the Bombardier facility supported as many as 5,000 jobs. It currently supports approximately 2,500 jobs. As its operations have expanded and contracted overtime, Bombardier has made renovations and updates to the on-site built form assets.

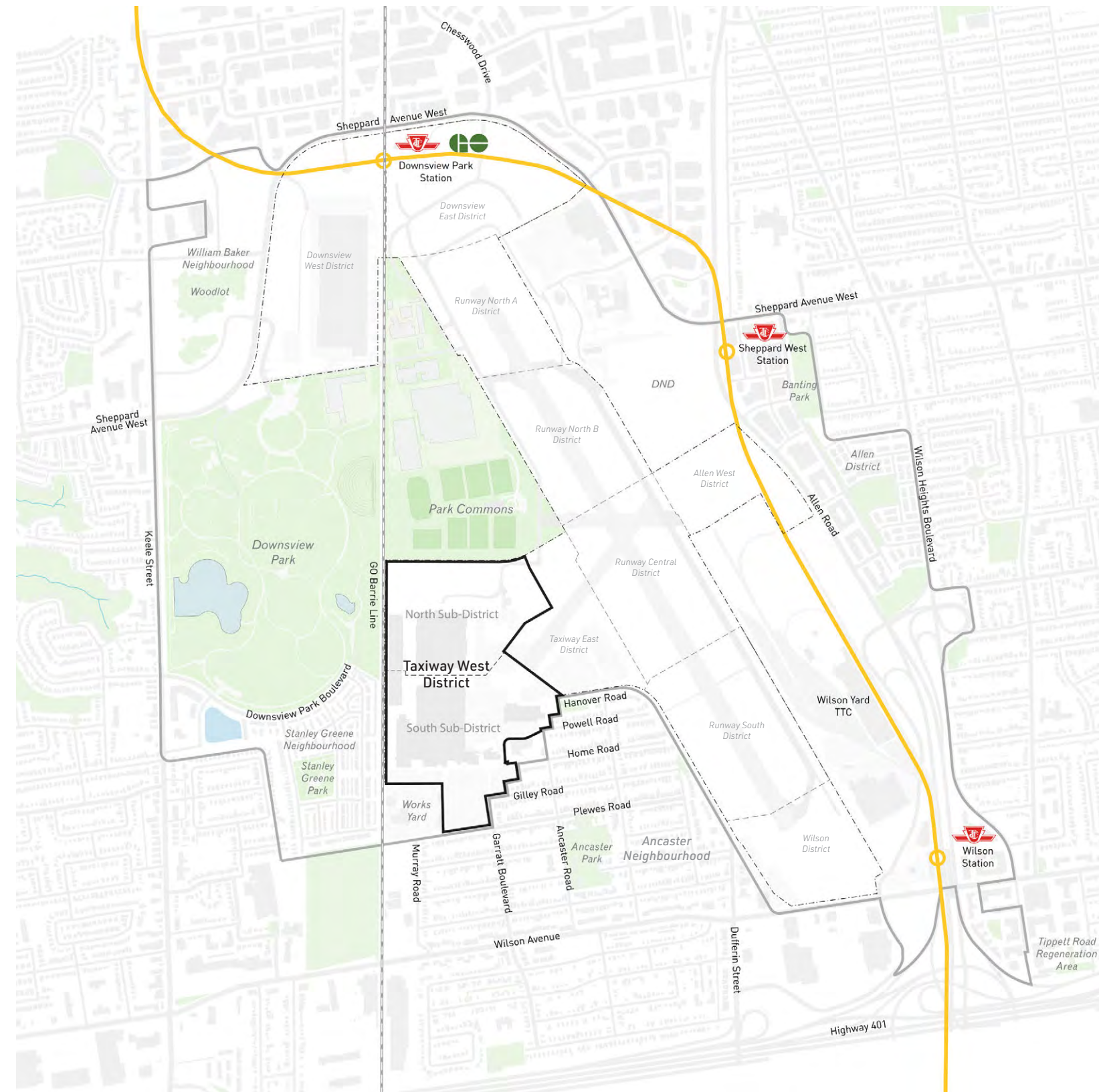
## Sub-Districts

Taxiway West has been organized into two Sub-Districts in order to best accommodate existing and new land uses and deliver jobs. Though the Sub-Districts are associated with their own approvals processes, they have been planned as a cohesive whole through this District Planning process to deliver maximum benefits.

- **The North Sub-District** is 18.9 hectares (46.7 acres) in size and being planned as an approximately 93,000 square metre Future Film Studio Campus, which is expected to generate over 9,000 direct and indirect jobs.
- **The South Sub-District** is 22.4 hectares (55.3 acres) and is being planned for a range of employment, commercial and residential uses, and expected to accommodate approximately 5,290 jobs in a variety of fields, and accommodate approximately 4,940 residents in 2,850 new housing units.

## About this Document

This document describes the vision, the design narrative, and the development framework for Taxiway West. It includes a detailed description of the overarching vision, themes, and structuring elements of the Plan, as well as the phasing an implementation strategy.



# 1.2 A New Era of Evolution

Today, the 2011 Downsview Area Secondary Plan guides what can happen on the District. It was developed at a time when the Bombardier and airport operations were still ongoing. With Bombardier's departure from these lands, a new policy framework is needed to guide future change.

In 2019, Northcrest and Canada Lands launched the id8 Downsview process, to develop a new **Framework Plan** and propose new policies for the Downsview Framework Plan Area. Following this, in early 2022, the City of Toronto launched a city-led process to update the **Downsview Area Secondary Plan (DASP)**, building on the Framework Plan.




As a guiding document, the Framework Plan identifies a vision and proposed policies for 10 new Districts, and provides guidance for a proposed network of major streets and mobility connections, area-wide land uses and a new high-level open space network. A Demonstration Plan (shown on the opposite page) was prepared to show one way that this vision could be realized, over the next several decades of implementation.

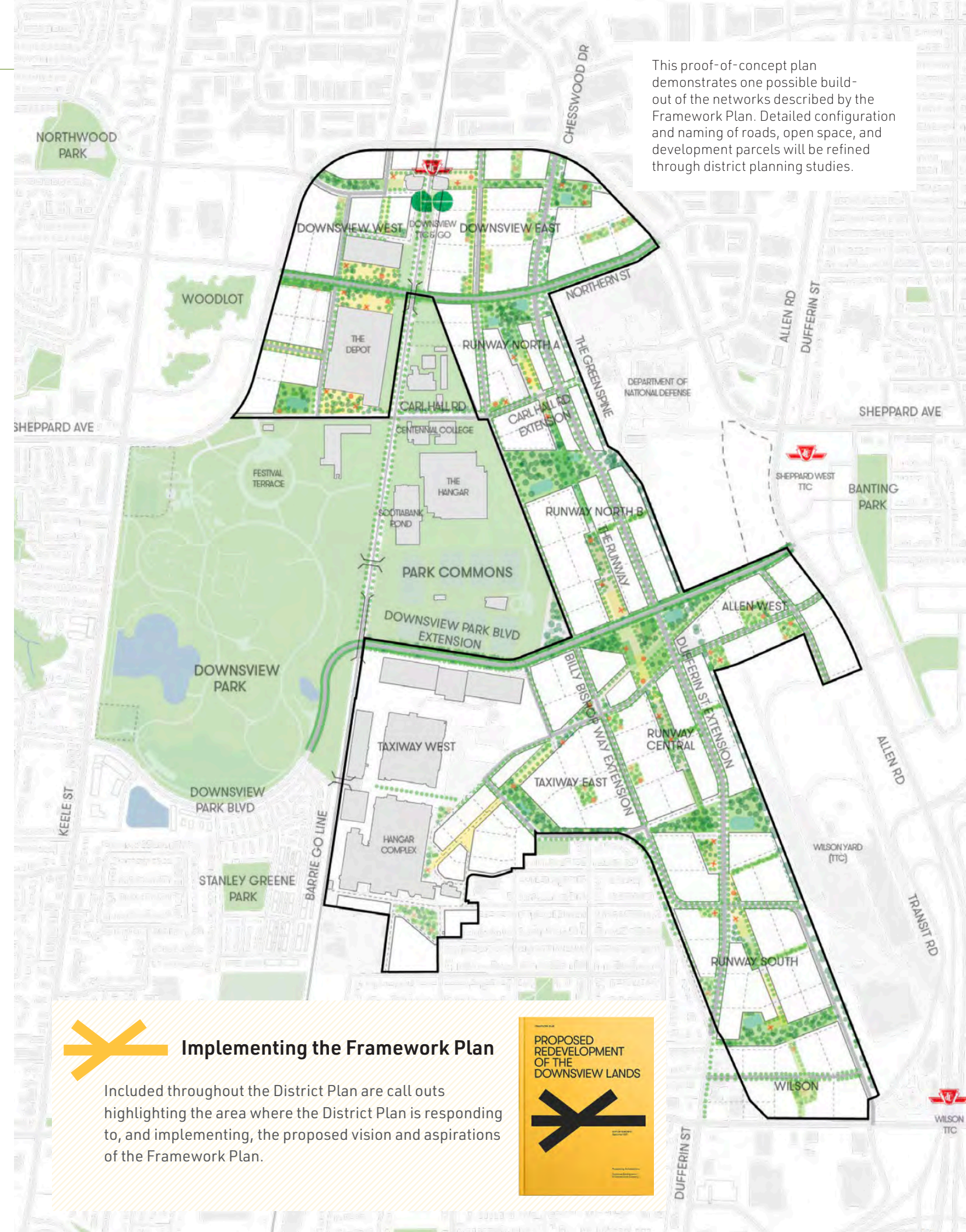
The Framework Plan requires District Plans to be developed as each of the 10 Districts moves forward - and the Taxiway West District is the first to advance. This **Taxiway West District Plan** has been prepared to provide a more detailed vision and development framework for the District as a future thriving employment hub that keeps jobs on the lands and support new jobs and opportunities, while also bringing new life into hangar buildings to ensure they do not stay vacant once Bombardier departs. It will be reviewed by City staff at the same time that the Framework Plan is being reviewed and the Downsview Area Secondary Plan is being updated.

In order to implement the District Plan, planning applications must also be submitted for new development. Within the Taxiway West District, the **North Sub-District** is already progressing with a separate Site Plan Approval process under the existing zoning permissions. Approvals process for the **South Sub-District** is proceeding through a Zoning By-Law Amendment and Draft Plan of Subdivision application, with an assumption that the updated Secondary Plan will need to be in place prior to the decision on the application.

See Section 5 - Implementation for more information on the planning process.



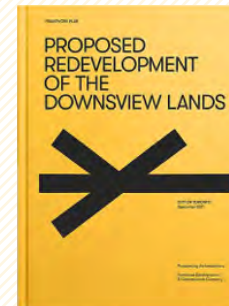
-  2011 Downsview Area Secondary Plan Boundary
-  Framework Plan Area Boundary
-  Taxiway West District Boundary, including North and South Sub-Districts



This proof-of-concept plan demonstrates one possible build-out of the networks described by the Framework Plan. Detailed configuration and naming of roads, open space, and development parcels will be refined through district planning studies.

## Implementing the Framework Plan

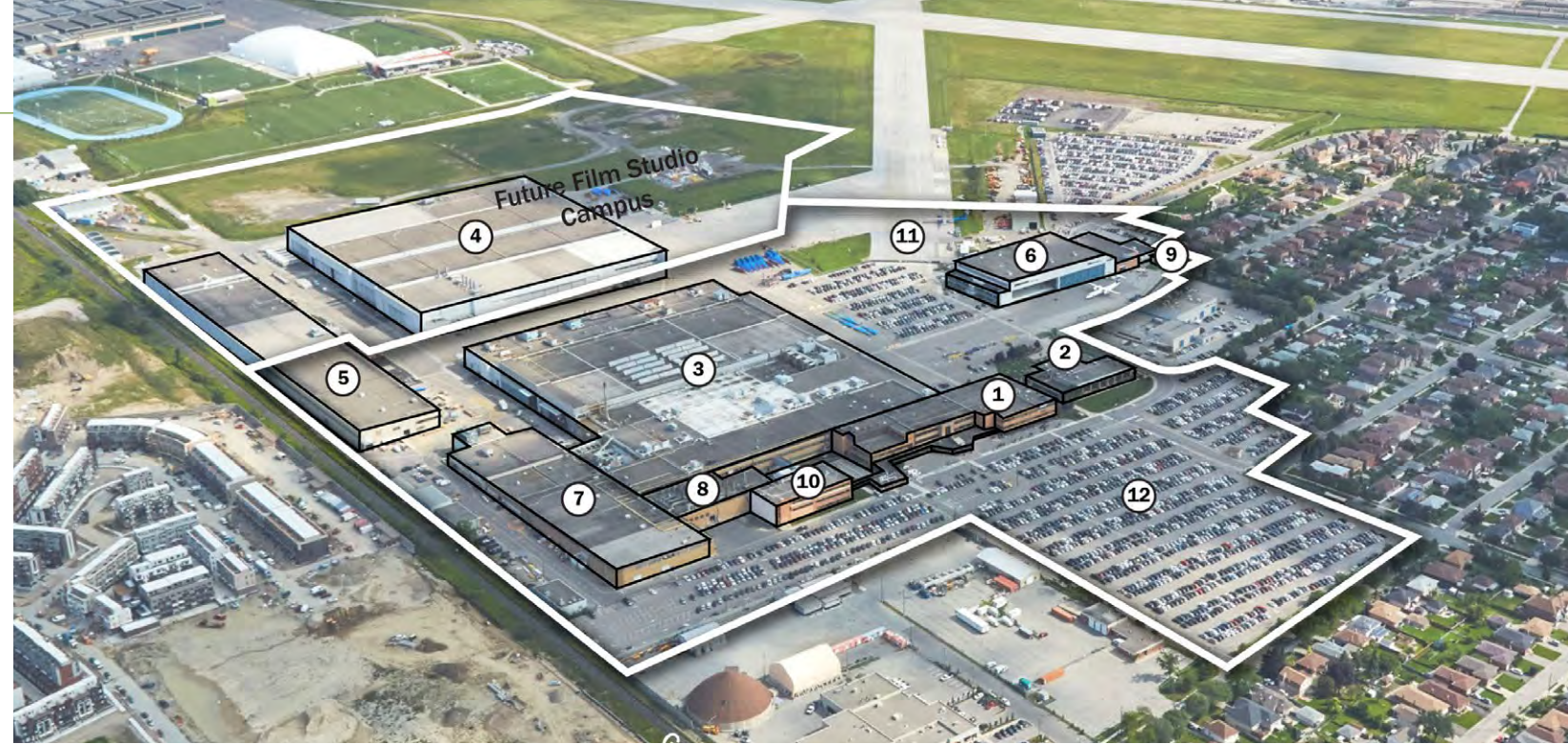
Included throughout the District Plan are call outs highlighting the area where the District Plan is responding to, and implementing, the proposed vision and aspirations of the Framework Plan.



## 1.3 The District Today

The District inherits a number of existing buildings and features that can be incorporated into a unique and thoughtful redevelopment. The main buildings and features that currently exist include the following:

- 1 **Administration Building**  
Contains offices with a partial basement housing storage and lounge areas. Later additions provide space for more offices and open workspaces. Pedestrian links and bridges were added in later years to connect the Administration Building with the Cafeteria and Data Centre.
- 2 **Cafeteria**  
Includes a kitchen, main dining room and staff dining room. The second floor is now used as conference and event rooms. A lecture room was later added, as well as the enclosed pedestrian link to the Administration Building.
- 3 **Bays 1 - 6**  
Most Bays have been renovated or altered over the years. Several Bays contain multiple levels, while others contain open hangars. Over time, the spaces have largely been used for aircraft manufacturing and assembly, including a fitting shop, various workshops, a foundry, a paint shop, warehouse and staging area for parts, as well as offices, conference and training rooms, open workspace, employee lunch rooms and locker rooms.
- 4 **Bay 7 - 10**  
Bays 7-10 have been renovated over the years. Certain areas contain multiple levels, while others contain open hangars. Over time, the spaces have generally been used for aircraft assembly and include a paint shop, offices, snack bar, and open workspace.
- 5 **Bay 11**  
Used for component assembly.
- 6 **Bay 12**  
Used as a Customer Delivery Centre. Later additions to Bay 12 included space for offices and flight operations, and the building now includes a carpentry shop and lunch room.
- 7 **The Superstore**  
Use for storage, shipping and receiving. Later additions have created additional space for mechanical areas, engineering offices, and shipping and receiving.
- 8 **Chemical Process Building**  
Contains a chemical processing shop, paint bake oven and spray booth.
- 9 **Fire Pump House**  
Contains a fire pump, diesel fuel tank and water reservoir.
- 10 **Data Centre**  
Used for offices and IT, with space for the data centre, offices, conference rooms and training rooms, with storage and mechanical rooms in the basement. It is connected to the Administration Building and Bay 1 with an enclosed walkway.
- 11 **Taxiway**  
A portion of the taxiway, approximately 114 metres long, is located within the South Sub-District. The Taxiway overlaps with the location of an east-west runway built during the wartime expansion of the airport in the 1940s. When this runway was closed in the 1950s, the south section was modified to become a Taxiway, connecting the north-south runway and the DHC, now Bombardier, operation.
- 12 **Surface Parking and Circulation Areas**  
The District contains a significant amount of surface parking today, as well as paved circulation areas to accommodate the movement of aircraft and materials.



## 1.4 Surrounding Context

The District is surrounded by a wide mix of uses and contexts. Redevelopment of the District creates opportunities to build on existing features and support surrounding communities.

### West:

The District is bound to the west by the Barrie GO rail line (also known as the GO Transit Newmarket Subdivision line). West of the rail line is the Stanley Greene Neighbourhood and Downsview Park, which includes green spaces, a man-made lake, a walking/running trail and community and recreational facilities.

The Barrie GO rail line runs at-grade adjacent to the District and is a barrier between this District and Downsview Park. It is similarly a barrier to connectivity for neighbourhoods surrounding the District.

### North:

To the north of the District is the Park Commons, which contains a variety of institutional, recreational and cultural facilities developed as part of Parc Downsview Park.

- Centennial College's Bombardier Centre for Aerospace and Aviation at Downsview Campus operates out of a collection of former de Havilland hangars.
- The BMO Training Ground and Academy, a training facility for the Toronto Football Club, includes several grass fields, one domed turf field, a field house and various training facilities.
- Scotiabank Pond, opened in 2013, is a four-pad ice complex.
- The Hangar Sport and Event Centre contains a range of sports and recreation tenants, including a circus school, Volleyball Canada, a climbing gym, and basketball facilities.

### East:

East of the District is the broader Downsview Framework Plan Area. These lands are expected to transform over time into a collection of mixed-use, complete, and connected communities where access to jobs, housing, schools, shops, food, parks, and other key community amenities are available within a 15 minute walk, bike or roll. Development of these lands is expected to advance through future District Planning processes.

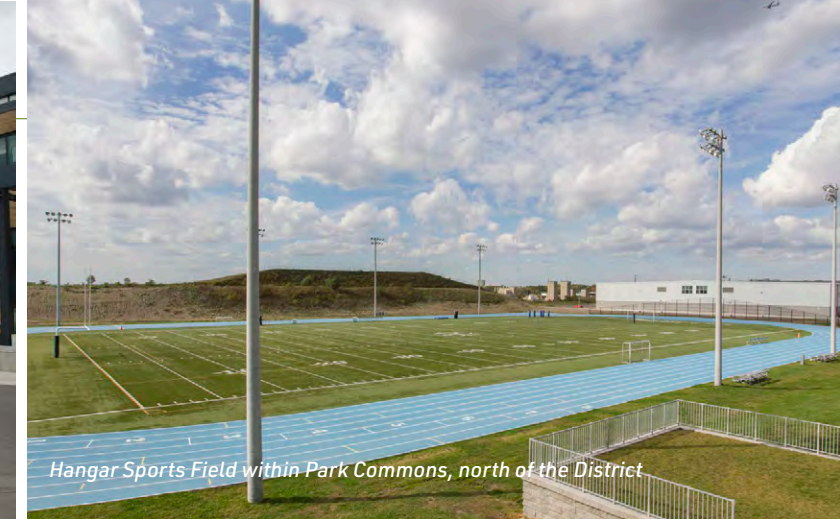
### South:

South of the District is the Ancaster neighbourhood, which is primarily low-rise in character and contains neighbourhood parks, two schools and a community centre. Wilson Avenue on the southern edge of the neighbourhood is lined with 2- to 3-storey commercial plazas. Additional uses immediately south of the District include:

- City of Toronto Works Yard, located between the District, the GO rail line and Plewes Road;
- The Murray Road Regeneration Lands are located between Murray Road and the rail line, north of Wilson Avenue. The lands are generally vacant, with a portion used for Metrolinx staging and another for an aggregate operation. The City is studying their future land use as part of the Municipal Comprehensive Review; and
- The FlightSafety International Learning Centre and its surface parking lot.



Centennial College, north of the District



Hangar Sports Field within Park Commons, north of the District



Downsview Park, west of the District



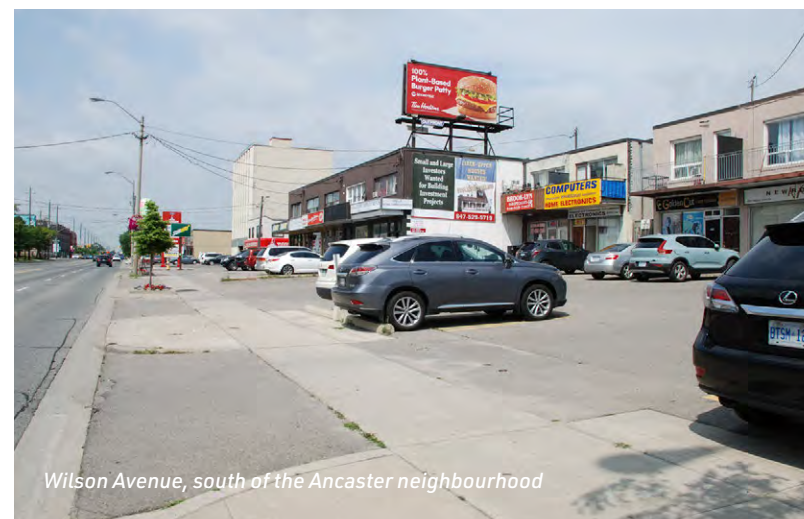
The Runway, east of the District



GO train on the Barrie line, west of the District



Robert Leek Park, south of the District, with Bombardier facilities on the left



Wilson Avenue, south of the Ancaster neighbourhood



Maniza Road within Ancaster neighbourhood, southeast of the District

# 1.5 The District Throughout History

Like the rest of Southern Ontario, the lands within the District have been part of the territory of Indigenous populations since time immemorial. The District is included in the traditional territory of the Michi Saagig Anishnaabeg, and the historic homelands of the Haudenosaunee, and the Wendat peoples. Over the past 100 years, the broader Downsview Lands area have been central to fostering Toronto’s aviation industry and innovation.

An evolution of land uses has been anticipated since the late 1990s, when the City of Toronto developed the first Downsview Area Secondary Plan. Past planning processes have generally assumed the ongoing operations of Bombardier on the airport and in the Taxiway West District. However, with Bombardier’s 2018 announcement that they will be leaving the District by the end of 2023, planning for the future of the Downsview Framework Plan Area and the Taxiway West District began.



Figure 1: c. 1955 photo of Bay 11



Figure 2: c. 1958 photo of Bays 2, 3 and 4



Figure 3: Late 1950s or early 1960s aerial image of the Taxiway West District lands

## 11,000 BCE

The Toronto area is the traditional territory of the Michi Saagig Anishnaabeg, and the historic homelands of the Haudenosaunee, and the Wendat peoples.

## 1929 - 1945

De Havilland Canada, launched in 1928, moves to a farmer’s field at Downsview. In the 1940s, World War II resulted in the construction of additional Plants and expansion of the runway.

## 1952

The Federal government offers de Havilland Canada (DHC) a 99-year lease on the Taxiway West District lands, and DHC moves its operations from elsewhere on the Downsview lands. The majority of the buildings that exist today were built in the 1950s, with additional expansion in the 1960s and 1980s.

## 1980s - 1990s

DHC is sold to Boeing in 1985, and then the District lands are sold to Bombardier in the 1990s.

## 1999

The first Downsview Area Secondary Plan (DASP) is prepared by the City of Toronto, setting the stage for the transformation of Downsview Park and other areas surrounding the runway and airport operations.

## 2011

An updated DASP is adopted by the City of Toronto, allowing for the development of several new mixed-use communities in the vicinity of the District. The plan allows for the ongoing operations of the airport and related industries, but recognizes that change may come in the future.

## 2018

Bombardier announces that it intends to close down operations at Downsview by the end of 2023 and sells the Aerospace facilities to PSPiB. Northcrest Developments (Northcrest) was established as a development arm to plan for the future of the Downsview Airport lands.

## 2021

Northcrest and Canada Lands Company submit an application to amend the DASP for the Framework Plan Area, the result of over a year and a half of engagement with the surrounding community. Northcrest also submits a Site Plan application for the first phase of the Future Film Studio Campus, and initiates the planning for Taxiway West.





SECTION 2

# Engagement to Date

# 2.1 Engagement to Date

The District Plan is built on a foundation of community feedback gathered through the id8 Downsview process, as well as two rounds of focused engagement on the South Sub-District.

## id8 Downsview Engagement

The Framework Plan was the result of over 3 rounds of engagement, and numerous points of contact with community members and representatives from various organizations.

MAY 2020 - AUG 2021  
Rounds 1 - 3

Three rounds of engagement, each focused around sharing and seeking feedback on: what participants value in Downsview and their aspirations; early design ideas; and the emerging plan.

## Ongoing

Dedicated discussions with First Nations rights holders and meetings with key stakeholders continued throughout the process, focused on equity and inclusion, confronting anti-Black racism, community and social infrastructure, and arts and culture. Focused discussions with residents and business groups have also been taking place.

## Taxiway West District Plan Engagement

In preparing the District Plan, Northcrest hosted two rounds of community engagement. Programming included Virtual Town Halls, Indigenous Sharing Meetings, and focused events for the African, Caribbean and Black communities and Youth. Online surveys and mail-in engagement also took place. While the ongoing COVID-19 pandemic required most engagement to be held virtually, Northcrest hosted several outdoor pop-up events in accordance with public health safety standards. Feedback heard from each round of engagement is summarized on the following pages. More details on the public engagement process are documented in the Public Consultation Strategy Report prepared by Third Party Public.

### Key Messages from id8 Downsview Engagement

A number of consistent themes emerged in the id8 Downsview process that influenced the District Plan. In particular, these include:

- the importance of enhanced access to Downsview Park;
- the importance of recognizing diverse communities and histories;
- a need for improved and more direct walking, cycling and transit options;
- the importance of creating jobs and employment opportunities; and
- the importance of delivering new housing options, alongside new community amenities and facilities.

Participants of the id8 Downsview process also recognize redevelopment of the Downsview Plan Area for its potential to improve quality of life for surrounding communities. With respect to these foreseen benefits, id8 Downsview participants highlighted an ongoing need for broad, deep and transparent engagement. Further, participants said that in all engagement it is important to apply an equity lens and hold space for community actors; to tap into local knowledge and expertise; and to retain flexibility and foresight to plan for future generations.

NOV - DEC 2021  
Round 1

Introduced the District vision and themes and sought feedback.

FEB - APR 2022  
Round 2

Introduced the emerging District Plan directions and sought feedback, including inputs related to workforce development; community amenities; neighbourhood features; arts and cultural programming; and sustainability.

POST SUBMISSION  
Future engagement

Engagement will continue after the District Plan is submitted to the City.

Throughout the document, quotes or other representative community feedback, appear in text bubbles. These are intended to show alignment between community feedback and the proposed District Plan.

# 2.2 What We Heard

## Key Messages from District Plan Engagement Round 1

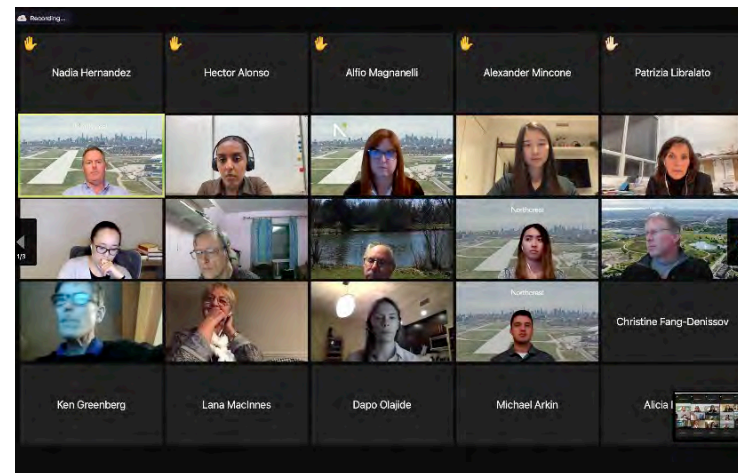
The first round of engagement was hosted between November 2021 and January 2022. Over 160 participants took part in a variety of events which included a Public Townhall, an Indigenous Sharing Meeting, an online survey, mail-in workbooks, and several community pop-up events. Key feedback shared from Round 1 is summarized below:

- **An employment hub.** Participants expressed support for attracting new jobs and desire to see employment for local residents prioritized.
- **A well-connected place with cycling and walking options.** Participants expressed support for the focus on walking, cycling and improved connections to Downsview Park.
- **Respect for existing neighbourhoods.** Participants expressed a strong desire to ensure that new development does not put additional strain on local infrastructure or cause congestion.

- **A landmark destination.** Participants expressed strong desire to have an interesting, fun destination, with diverse retail and arts and culture spaces and events.
- **A place that is affordable and welcoming.** Participants expressed desire to see Downsview be affordable and to ensure all are welcome.
- **A place for living, growing and aging.** Support for providing more green spaces and community assets was expressed by participants to ensure Downsview remains family-oriented, including our seniors.
- **Place-keeping through meaningful Indigenous inclusion.** Participants mentioned the importance of responding to the needs of Indigenous peoples.
- **Engagement Process.** While some participants were skeptical of outreach efforts, many others were appreciative of efforts to reach out and engage the community.



Community Pop-up Event



1st Virtual Townhall

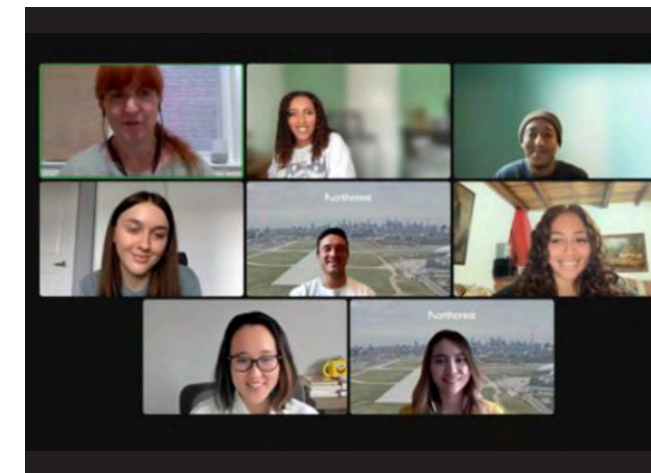
## Key Messages from District Plan Engagement Round 2

Northcrest held a second round of community engagement between February and April 2022. During that time, approximately 218 participants provided feedback through sessions and channels that included: youth engagement, Meeting with African, Caribbean and Black communities, Indigenous Sharing Meeting, Public Townhall, online survey and mail-in workbooks.

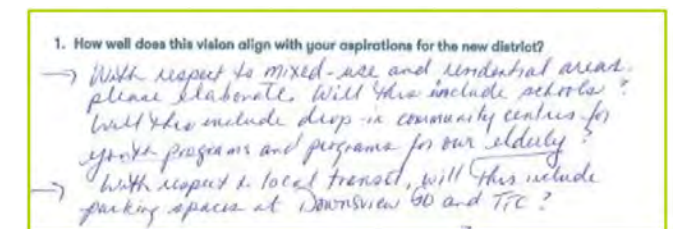
This round of engagement focused on the emerging District Plan and its five main themes: jobs & opportunities, homes & amenities, walkable & connected, vibrant public spaces & culture, and sustainable & healthy. A summary of the feedback received is provided below:

- **Local employment opportunities.** Participants placed strong emphasis on the prioritization of local economic development and provision for local employment of community members.
- **Pedestrian-focused design and improving connectivity.** Strong support was expressed for the new cycling and pedestrian bridge and the creation of a clearly pedestrian-focused environment.

- **Vibrant arts and culture.** Participants endorsed the idea of prioritizing arts and culture in the design of built-form, the activation of spaces, and new amenities.
- **Sustainable development, environmentally friendly design and more green spaces.** There was significant support for a reduced carbon footprint, holistic and sustainable development practices toward construction and the seamless inclusion of native plants and trees, as well as careful consideration for land stewardship.
- **Affordable housing options.** There was interest in seeing more affordable housing options, expressed alongside anxieties about whether new development might negatively impact affordability.
- **Accessibility.** There was strong emphasis on accessibility and supports for all ages and abilities in the design of the District.
- **Ongoing engagement and partnerships with local organizations and stakeholders.** Participants expressed strong support for continuing to engage stakeholders and building partnerships with local and city-wide.



Youth Engagement



Example of mailed participant feedback



### SECTION 3

# Vision and Structure

Taxiway West will be a vibrant, **thriving employment hub** built on Downsview's legacy of innovation and excellence. Anchored by a world-class film studio campus, the District will be home to technology and creative industries, bringing **new jobs and opportunities**, and creating a unique place to live, work, shop and enjoy life.

This **pedestrian-centered community** will be highly walkable, with **a new connection to Downsview Park**, local transit service and lively public spaces. New mid and low-rise housing, across the spectrum of affordability, will transition thoughtfully into existing neighbourhoods, while adding **new parks**, playgrounds and cultural programming.

Taxiway West will retain the rich heritage and history of the area and be **a place welcoming to all**.

# 3.1 Vision Themes

The vision is comprised of five complementary themes. Together, these ambitions seek to transform Taxiway West into a vibrant and resilient employment-focused community with a strong emphasis on sustainability, equity, innovation and future-forward jobs.



## Jobs and Opportunities

Taxiway West seeks to become a new employment hub that builds on Downsview's legacy of innovation to attract industries of the future that will create new jobs, local workforce development, and a broad range of economic opportunities.



## Homes and Amenities

Taxiway West aims to bring new housing options. Low and mid-scale buildings, including affordable options, will be thoughtfully integrated and supported by a range of community infrastructure and amenities.



## Walkable and Connected

Taxiway West will be a highly walkable and pedestrian-centred community with new roads, paths, cycle trails, and connections to Downsview Park, transit stations and other local attractions that will make getting around Downsview faster, simpler and more climate friendly.



## Vibrant Public Space and Culture

Taxiway West will bring new parks and open spaces that are linked, carefully designed to support biodiversity, include dedicated placekeeping spaces, and that are rich in art and culture that reflect the diverse voices of Downsview and Toronto.



## Sustainable and Healthy

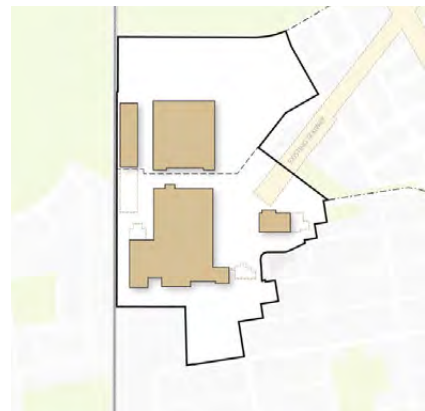
Taxiway West will be a low-carbon community that promotes active living, green space and social connectivity, and prioritizes equity and well-being to cultivate a healthy environment for all.



## 3.2 Structuring Moves

The following structuring moves organize and shape the District:

### Build on Existing Assets



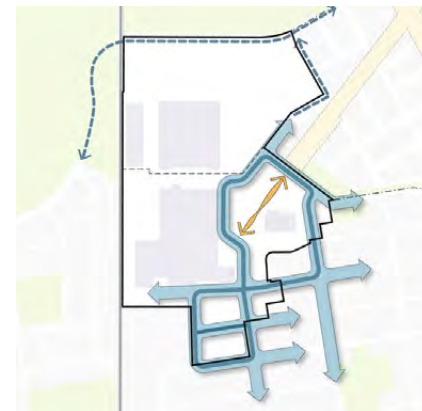
The District's recent history of aerospace innovation has left a mark: a third of the developable land within Taxiway West is occupied by hangar buildings with a floor area of over 1.8 million square feet (165,000 square metres). These assets will be adaptively reused to celebrate the District's past, contribute to its distinct character, and welcome its future. The transformation of these iconic structures, combined with new community uses, will attract creative industries, renewing the area's commitment to innovation and bringing a new vibrancy to the District.

### Anchor City Nature



City Nature brings together the built and grown fabric into an environment where nature and community thrive as one. Two primary City Nature elements define the District's public realm heart: the tree-lined **Taxiway** extending diagonally from the hangars and intersecting with The Runway; and the **Downsview Park Bridge** a second and equally vital spine which creates a green link to Downsview Park by crossing over the rail. These City Nature spines will provide meaningful connectivity and become open space destinations in their own right. By creating an interconnected public realm network, it supports a range of objectives: access to nature and recreation, active mobility, ecosystem health and biodiversity, sustainability, and resilience.

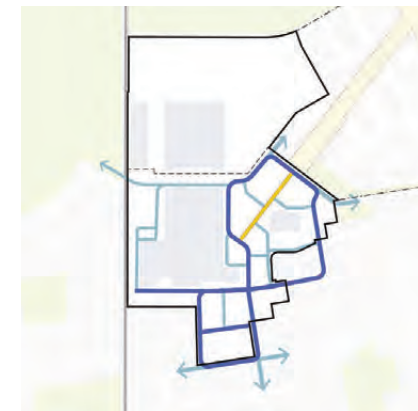
### Reweave the Urban Fabric



The organization of proposed public streets takes cues from the surrounding network, aligning with key streets such as Garratt Boulevard, Ancaster Road, and Hanover Road. The diagonal Taxiway plays an equally important structuring role as a pedestrian-first shared street: its public facing uses and amenities linking the vibrancy from future districts to the heart of Taxiway West District. Its diagonal orientation also helps break up prevailing winds.

The active mobility network, will also stitch into the evolving context, forming a key link within the broader Northwest Toronto Cultural Trail. These essential connections form the District's backbone and will support thoughtful urban development.

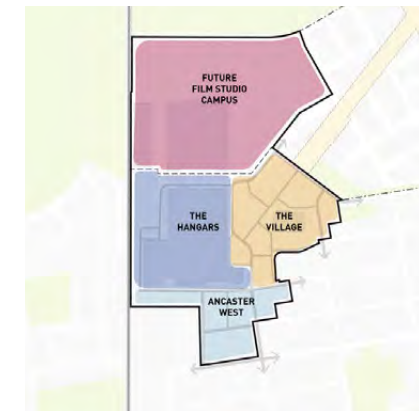
### Welcome Fine Grained Connections



The street network is completed by a diversity of fine-grained connections: shared streets, laneways, pedestrian paths and mid-block connections, which support an approach to mobility that prioritizes the experience in the public realm.

Focusing vehicular traffic and surface transit along a loop road allows the remaining mobility corridors to become focal points of community life. Prioritizing active modes across most of the network will encourage a deeper connection to, and appreciation of place. Automobile movements along many of these connections will be carefully managed to balance accessibility and safety for all road users. Traffic will be calibrated to the speed of neighbourhood vibrancy and intimacy.

### Foster Distinct Character Areas



Taxiway West is divided into two sub-districts: The North Sub-District will leverage recent investments in film and media studios and the inheritance of clear-span hanger buildings to become a Future Film Studio Campus.

The South-Sub District will be divided into three built-form character areas: **The Hangars** will welcome new industries into the legacy assets, reinforcing a commitment to employment and innovation; **The Village** will become a comfortable, mid-scale and amenity-rich heart of the District; and **Ancaster West** will develop as a primarily residential community, blending into the established neighbourhood.

Together, the Future Film Studio Campus and character areas will form a vibrant, live-work community.

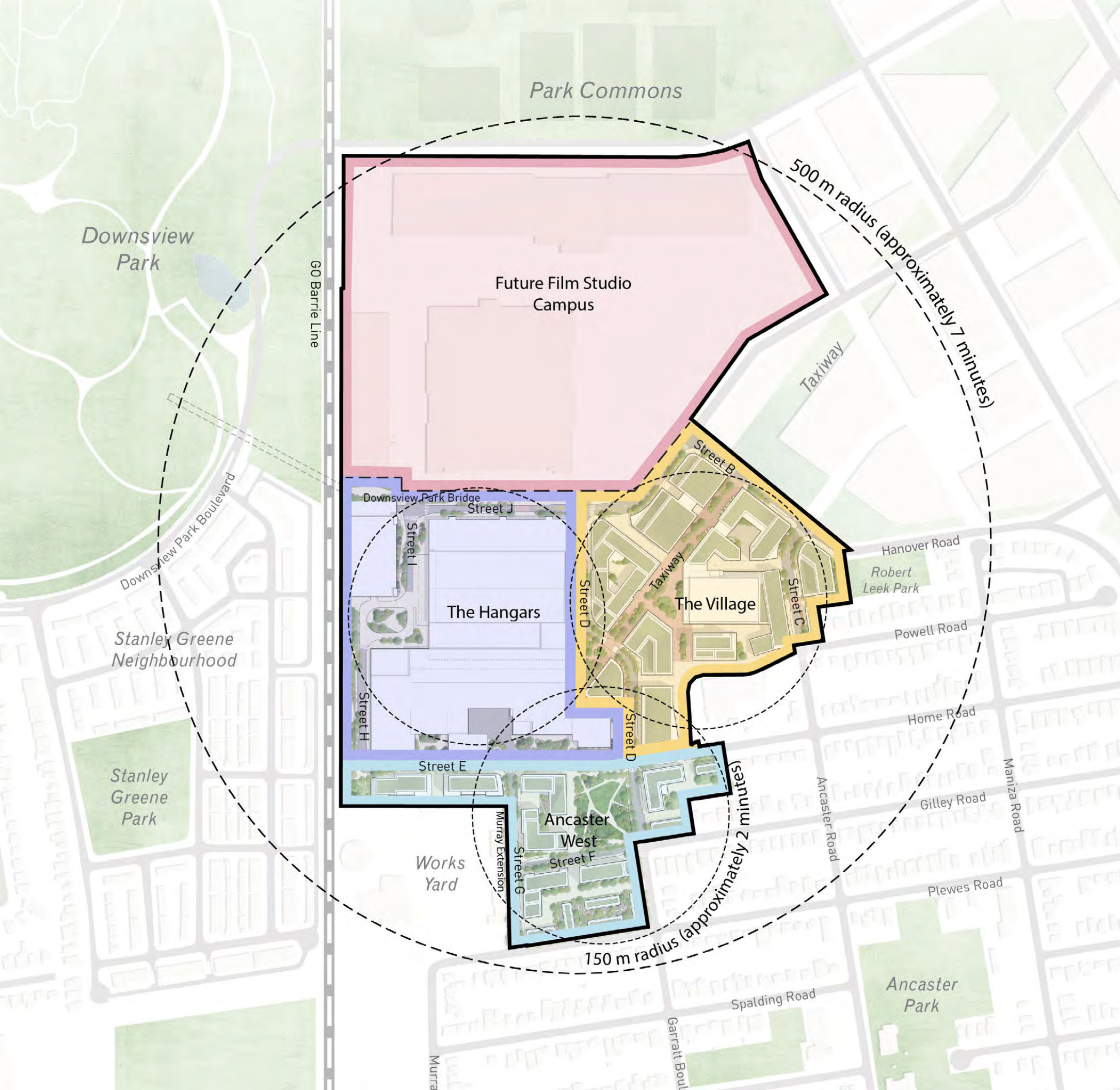
### Nurture Special Moments and Places



The District is completed by a range of public spaces and special places distributed across each of the character areas. All residents and workers will be within a 3-minute walk from open space amenities integrated into a single network.

Each character area within the District will include community amenities and distinct open space offerings animated through thoughtful adjacencies. These open spaces will welcome recreation, City Nature and cultural programming.

Through these spaces, the magic of Taxiway West will be expressed in a palette of everyday experiences, bringing workers, residents and visitors together to share an enriching quality of public life.



### Taxiway West by the Numbers





SECTION 4

# The District Plan



# District Plan Layers

This section describes each layer of the District Plan. The District Plan's sustainability and resilience ambitions weave across all layers, influencing each in order to shape an inherently sustainable and innovative employment-focused District.

## 4.1 Sustainability and Resilience

This section provides an overview of the District's sustainability and resilience strategy, which is integral to every layer of the District Plan.

## 4.2 Open Spaces and Places

This section describes the District's overall public realm network, which includes streets, parks and open spaces and emphasizes creating moments that reinforce a unique sense of place.

## 4.3 Mobility

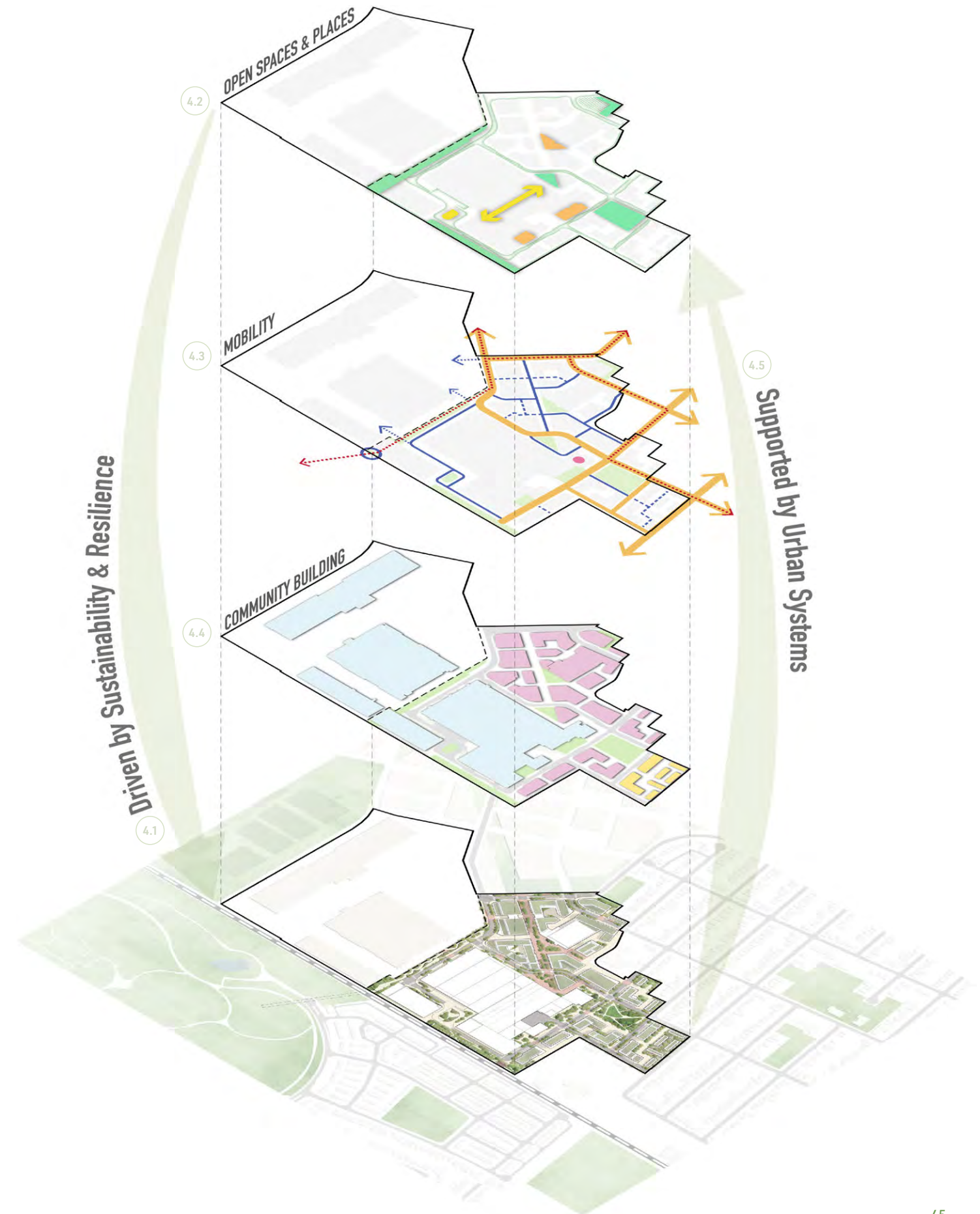
This section describes the organization of Taxiway West's mobility network, which prioritizes active modes and public transit and is made up of complete streets, shared streets, open space passages and mid-block connections.

## 4.4 Community Building

This section details the District's land use, density and built form, which work together to create a vibrant, livable and sustainable live-work community.

## 4.5 Urban Systems

This section describes the underlying urban systems that support efficient development: integrating nature, stormwater management and servicing, energy, digital infrastructure, street design, and parking.



## 4.1

# Sustainability and Resilience

Taxiway West affords a unique opportunity to support workplaces of the future and a new community from the ground up. This opportunity allows best practices in sustainable and resilient city-building to be interwoven in all aspects of the Plan. Between the design of landscapes and water systems; streets and blocks; land uses and built form; systems and infrastructure; and equity and accessibility - a multitude of strategies can be employed to inherently and holistically support people, wildlife and the environment.



## 4.1.1 Sustainability and Resilience Pillars

The District's sustainability and resilience strategy is supported by three pillars.

The District Plan echoes the commitment to achieving inherent sustainability and resilience described in the Framework Plan: where sustainability and resilience serve as a foundation for decision making.

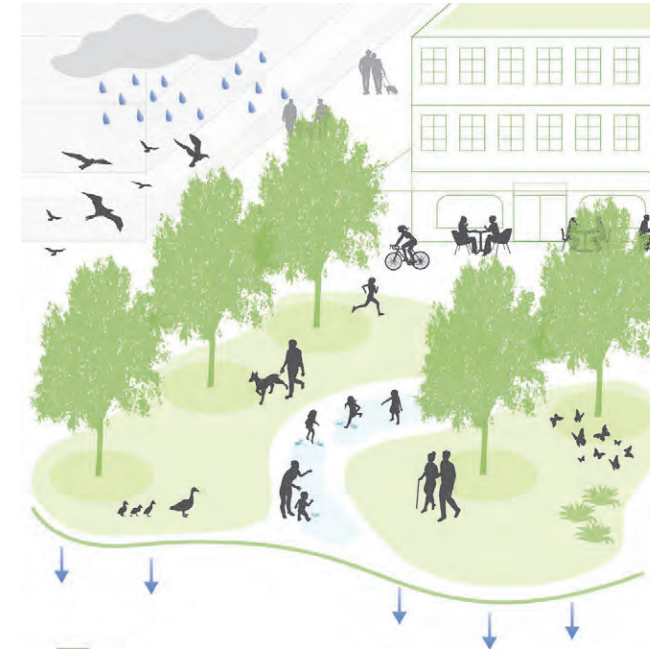
All new buildings within the South Sub-District will target Tier 2 of the Toronto Green Standards (TGS) Version 4. In addition, the proposed Plan adopts a holistic approach placing sustainability and resilience as driving elements of the District Plan. The result is a community that places healthier outcomes for individuals, the broader community, and the planet.

To advance this vision, the District Plan is supported by three pillars: Climate, City Nature and Community. These pillars are interconnected, and together support the creation of a resilient employment district that supports environmental, economic and social sustainability.



### Climate

Taxiway West District Plan is working towards a carbon-free future. At the district scale, this means integrating land use, mobility, landscape and urban design considerations to make it easy to live and work locally; and making walking, cycling, rolling and public transit the preferred means of getting around. At the building scale, it means designs that result in less energy consumption, limiting embodied carbon through adaptive reuse and materials choice, and retrofitting legacy structures to improve energy efficiency. Clean and innovative energy solutions will also be important considerations.



### City Nature

Taxiway West seeks to combine and integrate the natural and built environments into one cohesive vision for the entire area. In this way, the District Plan places City Nature at the heart of the entire effort. The public realm – made up of parks, open spaces and streets – will be lush with green features, supporting biodiversity and stormwater management, improving access to nature, and contributing to microclimate comfort. These strategies set the groundwork for a more resilient and biodiverse urban environment.



### Community

By establishing sustainability as a foundational element of the District Plan, the approach also embraces public health and well-being as key outcomes for the community as a whole. A healthier community is where everything needed is also closer to home. This includes retail shops and amenities, and extends to critical social infrastructure such as daycare, community services and open spaces. To foster diversity and equity, Taxiway West will include homes of diverse forms, tenures and affordability levels. Workforce development and community benefits strategies are also being developed. By curating a complete mix of uses that promote neighbourhood diversity, Taxiway West will encourage healthy lifestyles and be accessible and inclusive for people of all ages and abilities.

## Threading sustainability and resilience throughout the District Plan

This summary has been created to help readers navigate the District Plan through the lens of sustainability and resilience strategies.

Each strategy under the three sustainability and resilience pillars point to sections within this document where further discussions can be found.



### Climate

#### Encourage a modal shift and reduce car use

- Makes walking, rolling and cycling the preferred means of travel. *See Sections 4.3.4 – Active Mobility & 4.5.6 Parking and Loading.*
- Curates a mix of uses that make daily needs accessible within a short walk or cycle ride. *See Section 4.4.3 – Land Use.*
- Plans for reliable and frequent access to higher-order transit and facilitates a transition to electric vehicles. *See Section 4.3.5 – Transit Connections.*

#### Reduce embodied carbon

- Supports adaptive reuse of existing hangars, reducing the embodied carbon associated with construction. *See Section 4.4.4 – Built Form and Design.*

#### Adopt design standards for new buildings, which exceed the City's minimum TGS requirements

- Reduces energy use through passive building design measures and achieving a high "compactness ratio" – a low floor-to-wall ratio that reduces heat loss. *See Section 4.4.4 – Built Form and Design.*
- Reduces energy use and costs by modernizing and retrofitting the hangars. *See Section 4.4.4 – Built Form and Design.*

#### Introduce innovative energy solutions

- Plans for new development to be fossil fuel-free by using electricity as the primary source of energy for building systems. *See Section 4.5.4 – Energy.*
- Explores district energy systems and renewable energy sources, including solar, geothermal and battery storage. *See Section 4.5.4 – Energy.*

#### Monitor success towards emissions reductions

- Tracks and reports carbon emissions as developments advance to demonstrate success. *See Section 4.5.4 – Energy.*



### City Nature

#### Encourage nature-based stormwater management

- Integrates blue-green infrastructure into the parks, open spaces, streets and private development parcels to create a comprehensive stormwater management network. *See Sections 4.5.1 – City Nature & 4.5.2 – Stormwater Management.*
- Improves water quality through nature-based filtration. *See Section 4.5.2 – Stormwater Management.*
- Achieves improved levels of flood protection and reduces the level of flooding risk for adjacent areas, in the face of increasingly severe and intense extreme weather events. *See Section 4.5.2 – Stormwater Management.*

#### Enable green spaces to deliver multiple benefits

- Creates a connected network of green spaces to support habitat connectivity and health. *See Sections 4.2 – Open Spaces and Places & 4.5.1 – City Nature.*
- Increases health outcomes and year-round comfort by increasing access to nature and reducing heat island effect impacts. *See Sections 4.2 – Open Spaces and Places & 4.5.1 – City Nature.*
- Contributes to ecological health and creates habitat for local fauna and flora by prioritizing native and adapted species. *See Section 4.5.1 – City Nature.*

#### Meet TGS Tier 2 targets for water management, quality, and servicing.

- Retains 10 mm of water and achieve 80% long-term removal of total suspended solids from runoff. *See Section 4.5.2 – Stormwater Management.*
- Achieves a 40% reduction in potable water consumption. *See Section 4.5.3 – Servicing.*



### Community

#### Increase access to open spaces and amenities

- Includes a diversity of open spaces – Parks, privately owned public spaces (POPS), plazas, squares, courts, and indoor open spaces that are distributed across the District – offering a variety of passive and recreational amenities for residents and workers to enjoy comfortably in all seasons. *See Sections 4.2 – Open Space & 4.5.1 – City Nature.*
- Designs accessible places that provide opportunities for community service facilities (such as potential daycares and an integrated community hub) as well as affordable community spaces and retail that encourage social enterprise and support local businesses. *See Section 4.4.3 – Land Use.*

#### Share economic opportunities

- Advances opportunities for place-based workforce development that will prioritize access for the local community. *See Section 4.4.3 – Land Use.*
- Considers social procurement programs that prioritize local vendors and Black, Indigenous, and people of colour (BIPOC)-owned and led businesses. *See Section 4.4.3 – Land Use.*

#### Provide a range of housing options

- Commits to delivering a range of unit types and sizes across a variety of tenure and affordability levels. *See Section 4.4.3 – Land Use.*

#### Increase access to arts and culture

- Advances a collaborative process to establishing a sense of place, rooted in an inclusive understanding of placekeeping. *See Sections 4.2.3 – A Collage of Places & 4.5.1 – City Nature.*
- Creates opportunities to access arts and culture within the public realm. *See Sections 4.2.3 – A Collage of Places & 4.5.1 – City Nature.*

## 4.2

# Open Spaces and Places

The redevelopment of Taxiway West presents opportunities to integrate a tapestry of new open spaces and places to support the envisaged vibrancy of the District, and reflect the diverse voices and heritage through placekeeping and place-making. From building on the opportunity to improve connections to Downsview Park, and by creating a series of interconnected spaces, the open space network can support seamless connectivity, creativity and workplace collaboration, community gathering, and active, sustainable, healthy lifestyles which will all contribute to a lively employment hub.



## 4.2.1 Open Spaces and Places Aspirations

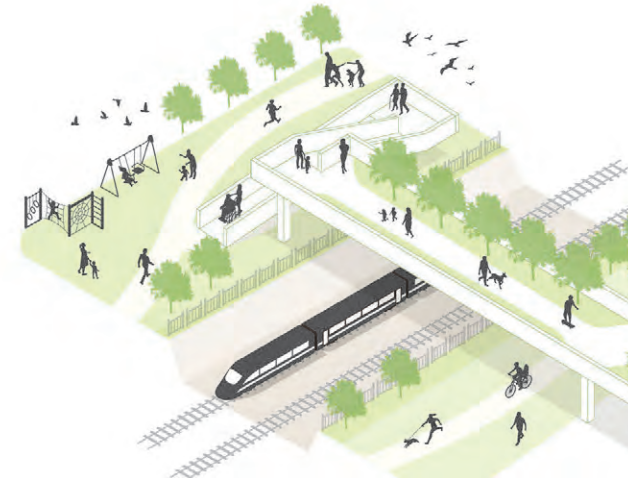
The District's public realm has been guided by the following:



### 01

#### Distribute open spaces and create varied open space experiences

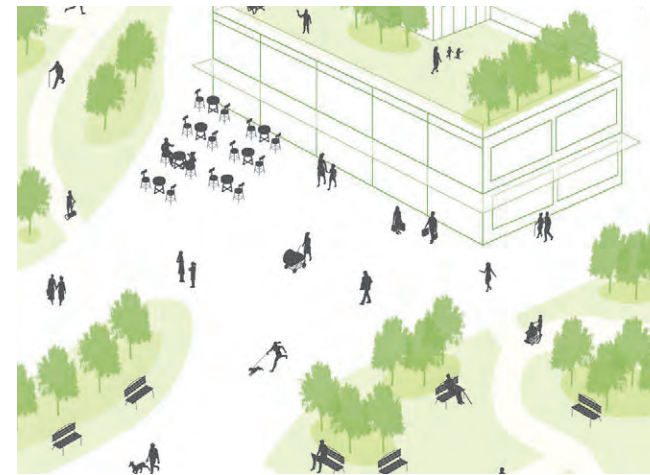
Open spaces are dispersed to ensure that residents and workers are within short walking distance of an open space in the District. These open spaces will vary in scale, function and character, to support varied public realm experiences and program offerings. Their unique qualities will attract visitors from the surrounding communities, and help to make the District an attractive destination.



### 02

#### Reinforce connections between open spaces, especially Downsview Park

Streets, laneways, and other key connections will be designed as places in their own right, to make moving through the District and connecting to surrounding areas dynamic and enjoyable. One of the key connections reinforced by the District Plan is to Downsview Park. The District Plan integrates an accessible park bridge that rises over the Barrie GO rail line. This will not only improve access to Downsview Park for residents, workers, visitors and the broader community, but also make the Park Bridge a destination all its own: an iconic place to be experienced in the District.



### 03

#### Cultivate connectivity and City Nature

Open spaces in the District are connected by green streets and laneways, woven into a comprehensive open space network that welcomes nature into urban life. By recognizing streets and laneways as essential public space moments, and by integrating all open spaces into a network, public spaces and places contribute to the health of future residents, workers, and the planet. Creating a comfortable microclimate that responds to the local conditions and promoting solar access throughout the public realm in all seasons will be key considerations for pedestrian-friendly experiences.



### 04

#### Contribute to placemaking and placekeeping

Enabling arts, cultural programming and public participation inspires a greater sense of belonging in the public realm: essential to creating a welcoming and inclusive District. The District Plan explores opportunities for inclusive placemaking and placekeeping to honour the legacy of the lands and create a sense of community. These opportunities will make connections to the District's industrial character, as well as diverse cultural histories and futures.

## 4.2.2 The Open Space Network

### Forming a Network

The District Plan will deliver a total of 2.74 hectares of new local parks and open spaces, which form the foundation of the District’s public realm. The full public realm network consists of:

- **Parks** (Garratt Blvd Park, Downsview Park Bridge, Rail Park, and Village Park);
- **Plazas and Squares** (Central Square, Rail Square, and The Plaza);
- **The Atrium and Courtyards;** and
- **Streets and Laneways** (including the Taxiway).

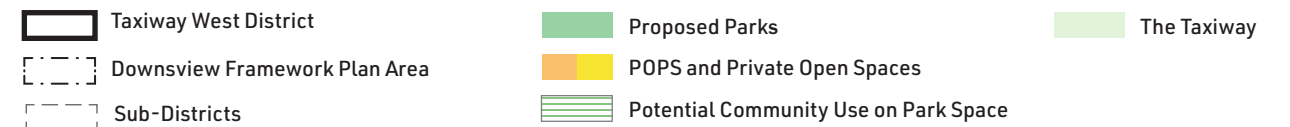
The focus of the District Plan’s public realm strategy is as much about creating and animating new open spaces as it is about improving access to existing neighbourhood assets. The District is located directly adjacent to Downsview Park to the west, a significant national urban park. At 291-acres, Downsview Park provides large open spaces and is a beloved open space resource in the wider community.

The proposed open spaces will integrate with Downsview Park, as well as an evolving ecosystem of parks and open space, including the re-imagining of The Runway and future extension of The Taxiway to the north-east, and an extension of Robert Leek Park to the south-east. The proximity and accessibility of these surrounding open assets will be considered in the programming of the District’s parks and open spaces.

### Advancing Multiple Priorities

The open spaces within the District will support a range of experiences and community programs. The connected public realm network will also advance other community and policy priorities:

- The public realm network will double as an off-street, pedestrian- and cycling-priority mobility network and facilitate safe and accessible travel for people of all ages and ability. [See Section 4.3 - Mobility for more information.](#)
- Paired with the prioritizing of native and adaptive plant species within the public realm, connectivity results in improved habitat health and biodiversity. [See Section 4.5.1 - City Nature for more information.](#)
- Leveraging the network as a system of stormwater conveyance corridors, and prioritizing blue-green infrastructure and low-impact development (LID) solutions along their length, improves District resilience and advances sustainability. [See Section 4.5.2 - Blue-Green Infrastructure for more information.](#)
- The natural systems and stormwater features integrated throughout the network mitigate against heat-island effects and support a more comfortable micro-climate, year-round. [See Section 4.5.1 - City Nature for more information.](#)



### 4.2.3 A Collage of Places

The open space network for the District is designed to support innovation and the future of work. Employers who choose to locate at Taxiway West will be drawn, in part, to these board rooms or collaborative studios surrounded by nature. The open spaces within the Taxiway West are shaped by a process of place-keeping that aim to create a variety of special places for residents, workers and visitors to enjoy year-round.

#### A Process of Place-keeping

The quality of open spaces within the District will acknowledge the area's Indigenous histories and industrial and manufacturing legacy, and welcome local community contributions to the District's identity. This will be accomplished through the District Plan's commitment to the process of place-keeping: the care and maintenance of the social and physical fabric of place.

Place-keeping incorporates elements of placemaking – the act of attaching meaning to a space – but centres the people who live and work in place, as well as those who have come before. In tune with this commitment, the District Plan has been developed through engagement with Indigenous communities and rightsholders and will be shaped by the practices, customs and cultures of the diverse Indigenous residents that currently call Downsview home.

Northcrest is exploring opportunities to embed traditional Indigenous design elements and the potential for intimate spaces suitable for indigenous ceremony within the District, in order to enhance the visibility of Indigenous peoples, histories and living cultures. The identity of the District will continue to be guided by principles of Indigenous stewardship and shaped by the dreams and cultures of the diverse community.

#### Public Art

Arts and culture form an important layer of the public realm that strengthens the identity of a community and keeps alive the history and cultural memories associated with the lands. Placemaking and place-

keeping within the District will be guided by a Public Art Strategy that pays homage to Downsview's unique identity, both past and future: creating a cohesive story that runs through the whole public realm. The Public Art Plan identifies a number of potential opportunities for activation through public art, categorized as landmark, connection and threshold features.

In the context of this District Plan, public art refers to artistic creations that are made available in the public realm. It can take multiple forms, scales, and durations, but what distinguishes it is how it is made, where it is located, and what it means. Public art is created "by and for the community", working hand in hand with artists. It beautifies and humanizes the environment, transforms the landscape, adds uniqueness to the community, celebrates cultural diversity, enhances the quality of life of residents and visitors, and boosts economic development by creating landmarks and destinations.

Public art asks its audience to engage, connect, dialogue and unite in atypical ways. It plays a crucial role in strengthening the identity of and sense of belonging in a place.

Public art will be developed through collaboration with the City, the community, and Indigenous and other local artists. Opportunities to weave Indigenous living history and storytelling in the public art will be an important priority.

#### Creating Distinct Moments of Intimacy

The District Plan creates various distinct open spaces so that no two open spaces will be the same. Each place will respond to their specific adjacencies to deliver unique public realm experiences. This collage of places will spark joy and inspire a sense of discovery. The following section introduces each of the various special places in the District that will enrich the experience and animate life on the streets of the Taxiway West.



Figure 4: Wynwood Wall art mural, Miami



Figure 5: Platform plaza



Figure 6: Pop-up food stand



Figure 7: Lincoln Library performance



Figure 8: Vancouver Mural Festival



Figure 9: Thunderbird by Sinámkin-Jody Broomfield



Figure 10: Paper airplane sculpture and shade canopy, Los Angeles



#### Culture and Place-keeping

The Framework Plan highlights the importance of enhancing the visibility of Indigenous peoples, history and living culture. It also envisions communities that make space for, and reflect, local arts and culture. Place-keeping aspirations in the District are consistent with the direction. Open spaces will come alive through community-driven and collaborative place-keeping design processes.



Figure 11: University of Toronto Knowledge House, Toronto



# The District's Key Places

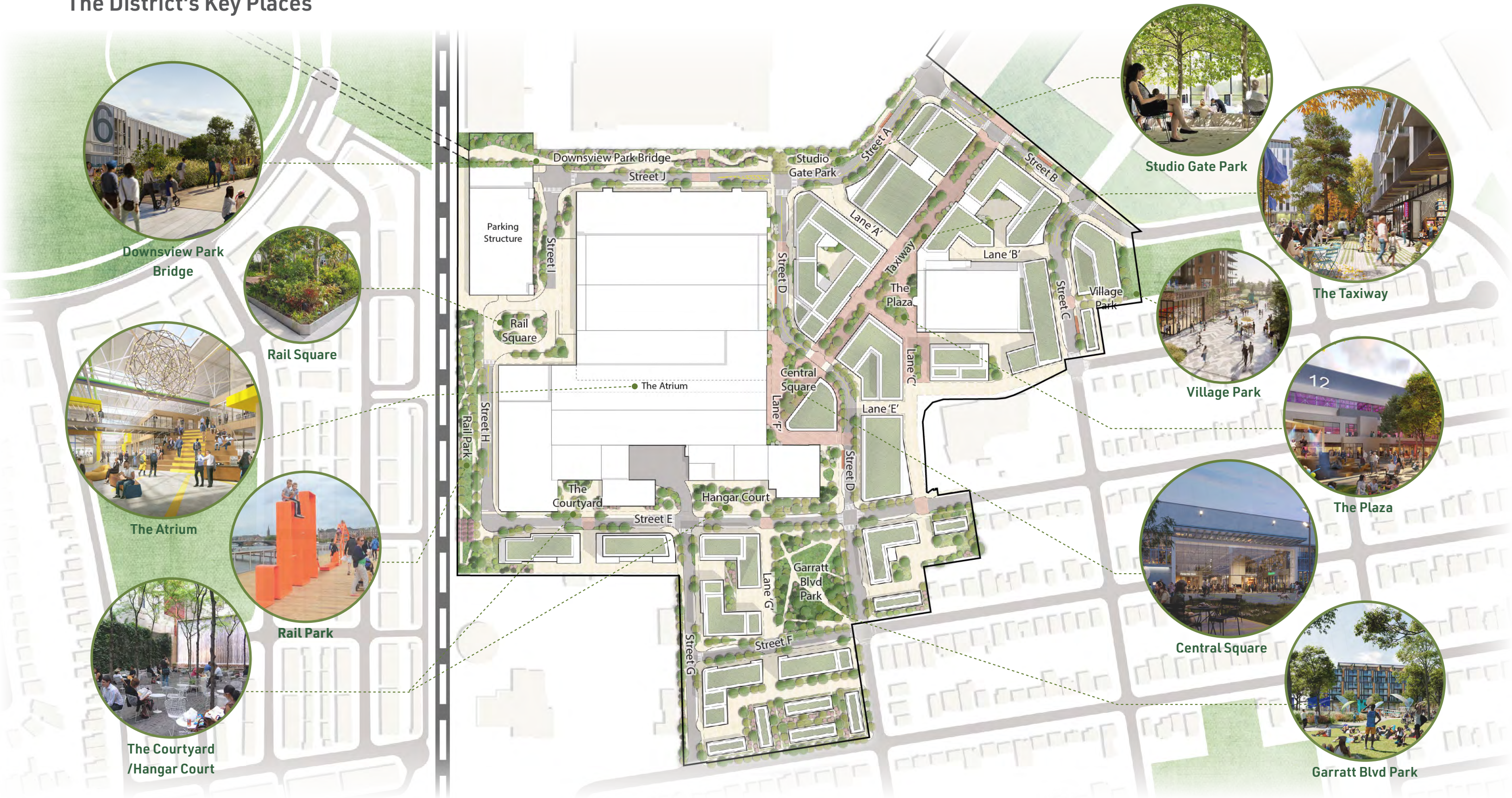
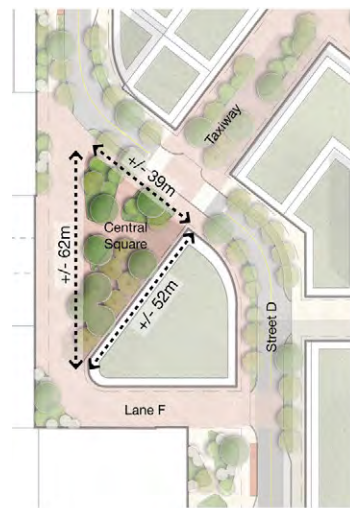


Figure 12: The District's various open spaces and places



Artistic rendering of Central Square looking towards the hangars



**Size: 0.10 ha (0.26 acres)**

## Central Square

Central Square is a public park located at the terminus of the Taxiway, where it intersects with Street D (the extension of Garratt Boulevard), and the entrance to the hangars. It will measure 0.1 hectare (0.26 acres).

Sitting at the meeting point of the Taxiway and the historical hangars, the Central Square will embrace the District's history, and is emblematic of its vibrant future. It is envisioned as the District's living and dining room, and will offer food and beverage retailers, seasonal activities, and a range of green and hardscaped spaces for people to sit, connect and eat together.

Located where the Taxiway meets the hangars, Central Square will be a "landing spot" for visitors, workers and residents alike. Nearby service and employment clusters and adjacent commercial uses will frame the open space. Transforming throughout the day, Central Square will evolve to meet the needs of its diverse users: In the morning, cafe overflow; during the day, outdoor meeting rooms; in the afternoon, happy hour gathering spaces; and in the evening, both audience balcony and stage for the urban ballet.



Figure 13: Craft Sake Week, Roppongi Hills, Tokyo

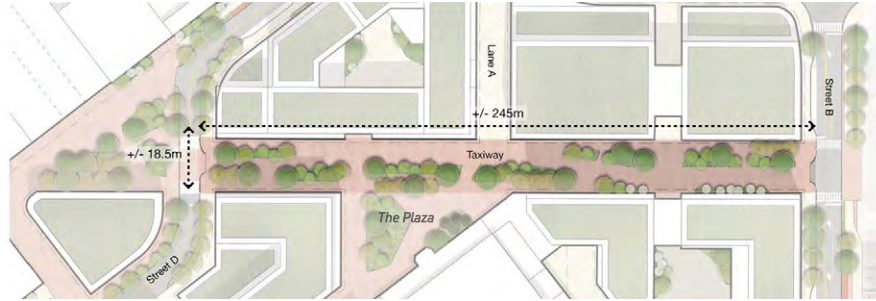


Figure 14: Pacific Park Plaza, Dallas



Figure 15: The Barn Brewery, West Sacramento

## The Taxiway



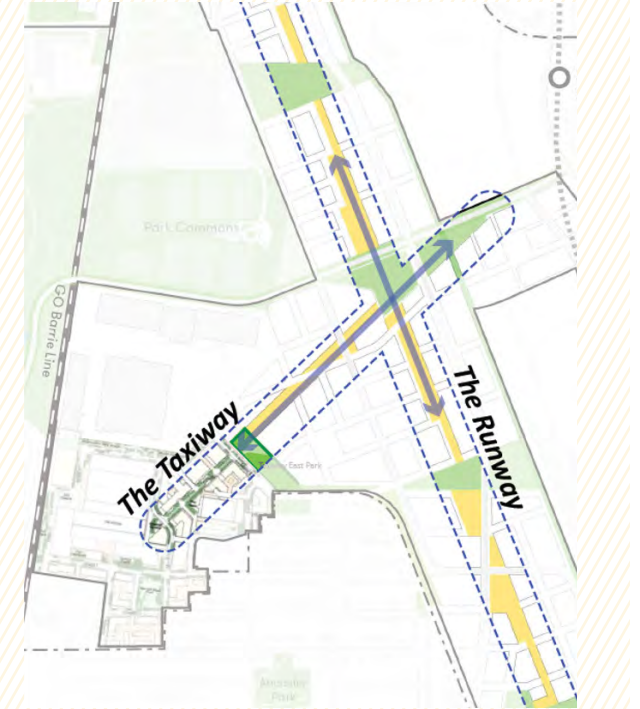
The Taxiway will be the District's central spine, extending the vision of the re-imagined Runway from the Framework Plan into the District. Running the full length of the Village, it will be a meandering one-way street, generally 18.5 metres wide, and 245-metres long. The Taxiway will be framed on each side by shops and a vibrant pedestrian boulevard. At times closed to traffic, activity will spill out to make the Taxiway a focal point for celebrations.

As a shared street, the Taxiway is also unique. Road users occupy a common travelway as it weaves in and out of open spaces. Green features and the dense tree canopy along the street will support stormwater management, and contribute to a comfortable year-round microclimate. Traveling along its length, the Taxiway will also be understood as a series of experiences: independent outdoor "rooms" all framed in a rich green environment. These green features, paired with the Taxiway's diagonal orientation, encourage year-round pedestrian comfort and vibrancy.



## Connecting to the Runway

The Framework Plan re-imagines the former Downsview Lands airstrip and taxiway into a pedestrian-priority corridor and community connector. The 2.1-kilometre long Runway will feature community service facilities and investments in City Nature that allow the built and the grown to thrive together. The District's Taxiway will provide visual and physical connections to the Runway and the Taxiway in the broader Framework Area, with a unique shared street that forms a part of the extended network.



Artistic rendering of the Taxiway within the Village

Meandering vehicular zone that prioritizes pedestrian movement



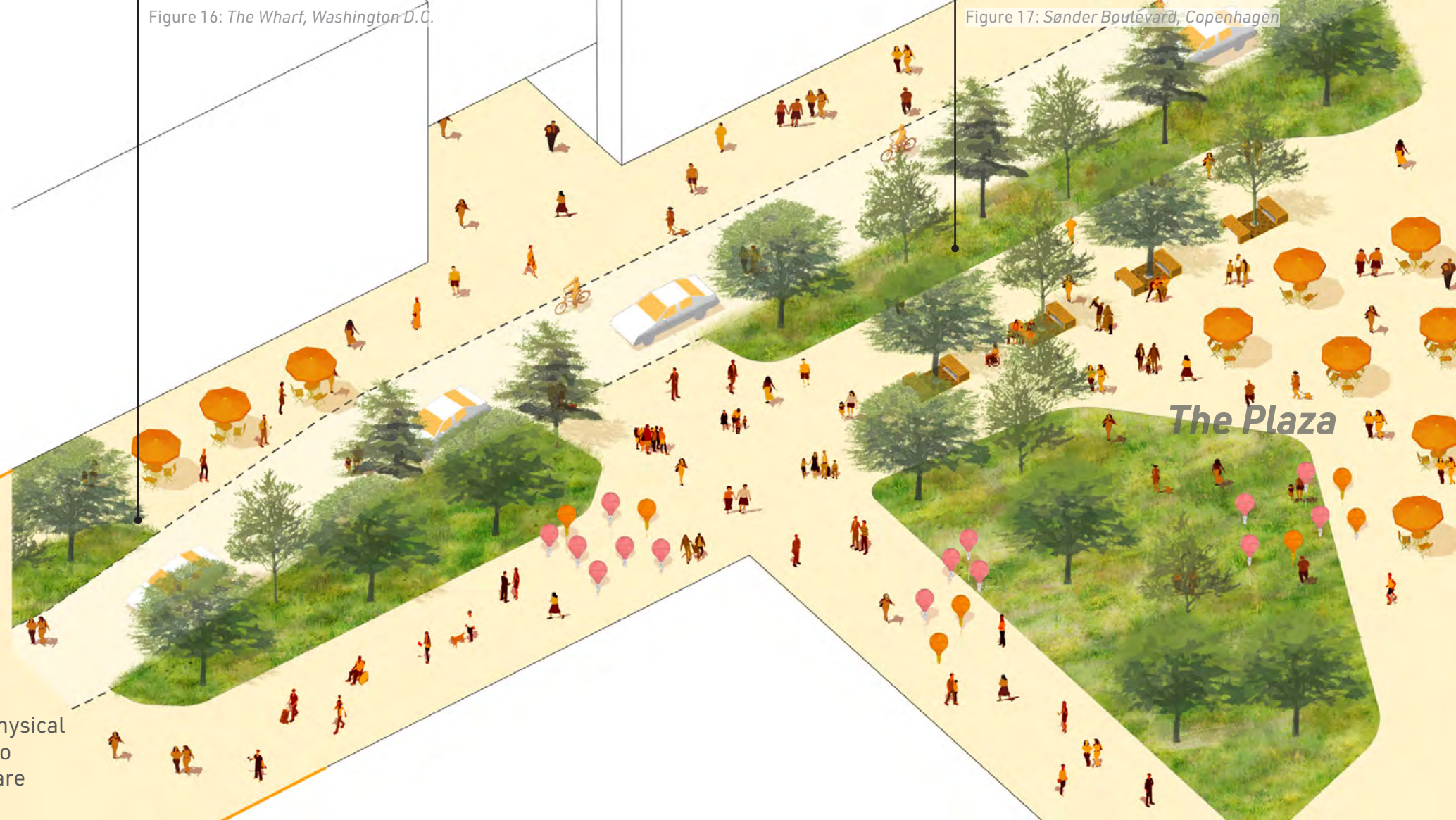
Figure 16: The Wharf, Washington D.C.

Planting beds to define street edge and integrate blue-green infrastructure



Figure 17: Sønder Boulevard, Copenhagen

Visual and physical connection to Taxiway beyond the District



The Plaza

Tree allée with diverse and resilient trees, to frame views and promote pedestrian comfort



Figure 18: Rendering of West Don Lands streetscape and public realm, Toronto

Visual and physical connection to Central Square



**Size: 0.13 ha (0.31 acres)**

### The Plaza

Located along the Taxiway in front of the Bay 12 building, the Plaza is a privately-owned publicly-accessible space (POPS) where people gather for festivals and enjoy lively cultural events. Envisioned as an open-air gathering space, the Plaza captures the essence of the District as a place for curiosity and exploration. Framed by the cultural and entertainment uses within Bay 12 on one side and the Taxiway on another, the Plaza will be a complementary place for leisure for all to unwind and socialize.

The Plaza enlarges the Taxiway, and in its design, will read as a part of the cohesive whole with the Taxiway. The Plaza will become a node along the Taxiway for gathering, and a place to take in the surroundings and linger.



Artistic rendering of the Plaza



Figure 19: Westlake Park, Seattle

Consider having interesting spaces that would attract people year-round, including outdoor spaces for live music and performances.



Figure 20: Outdoor Performance, Lincoln Centre



Figure 21: Picnic-goers playing games in Bryant Park, New York

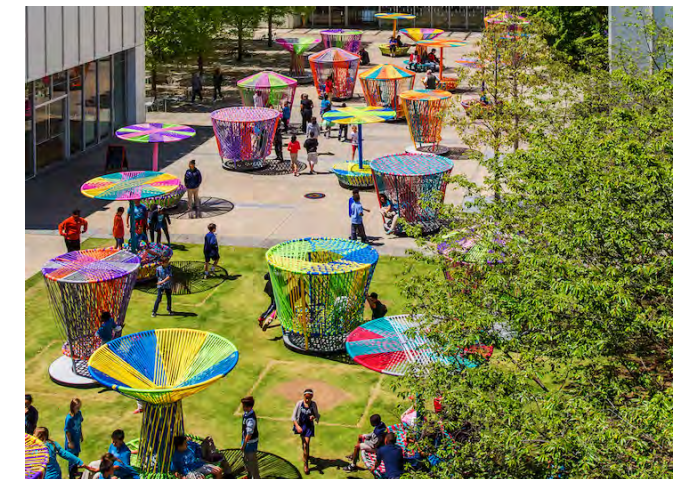
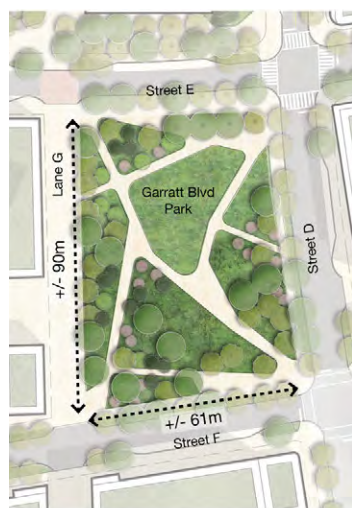


Figure 22: Spinning Tops Installation at the High Museum, Atlanta.



Artistic rendering of Garratt Blvd Park within Ancaster West



Size: 0.52 ha (1.29 acres)

### Garratt Blvd Park

At 0.52 hectare, Garratt Blvd Park will be a key local park, where workers and residents come together to relax, play, exchange knowledge, share stories and create new memories.

The park will support diverse programs for families and people of all ages and abilities, and will be designed to respond to the surrounding uses: along the east, south and western edges, the park interfaces with primarily residential uses. To the north, the park is adjacent to employment and commercial areas within the hangars.

In addition to the diverse, community serving programs, Garratt Blvd Park will also be a green oasis. With lush green and blue features, it will provide residents and workers with convenient access to nature year-round. These features will also perform an important stormwater management function: portions of Garratt Blvd Park are proposed be designed as floodable spaces during 100-year storm events and contribute to the resilience of the surrounding community.

This new public park will be located along Street D, which extends Garratt Boulevard and connect the park to the existing Ancaster Neighbourhood. As a result, the park will be a key open space gateway to the District: announcing the quality and character of the evolving Downsview area.



Figure 23: Nature's Playground at the Adelaide Zoo, Australia



Figure 24: Solitude Park in Banbridge, Northern Ireland



Figure 25: Madison Square Park, New York City

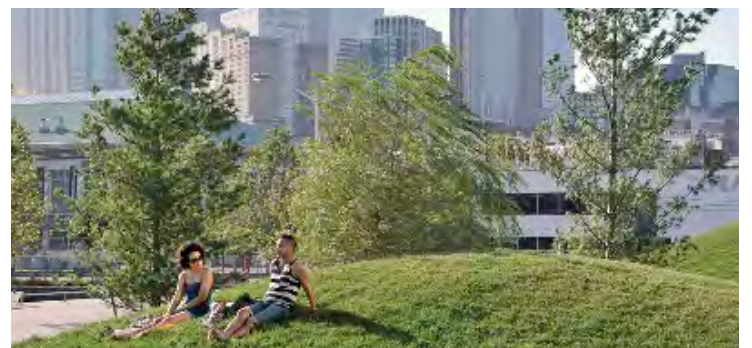


Figure 26: Sugar Beach, Toronto



Artistic rendering of the Downsview Park Bridge

## Downsview Park Bridge



Excited for the proposed pedestrian and cycling bridge (Downsview Park Bridge), which will help improve walkability and getting around by foot, including to and from Downsview Park and the nearby transit stations.

**Size: 0.55 ha (1.37 acres)**

The Downsview Park Bridge is both an important connection to a beloved open space, and an iconic destination in and of itself. With a multi-use path, the Park Bridge will link Downsview Park to the District and the surrounding community. Rising up from Studio Gate Park from the east, the Park Bridge will connect over the Barrie GO rail line to Downsview Park, and provide a panoramic view of the City.

The Park Bridge will feature an abundance of green vegetation, serving as a retreat into nature for visitors, residents, and workers all year round. Both densely landscaped and completely accessible, it will connect people through an ecological corridor.

Even as additional connections across the rail are provided as the wider Downsview Lands are developed, the Downsview Park Bridge will be a connection that current and future population will enjoy and cherish.

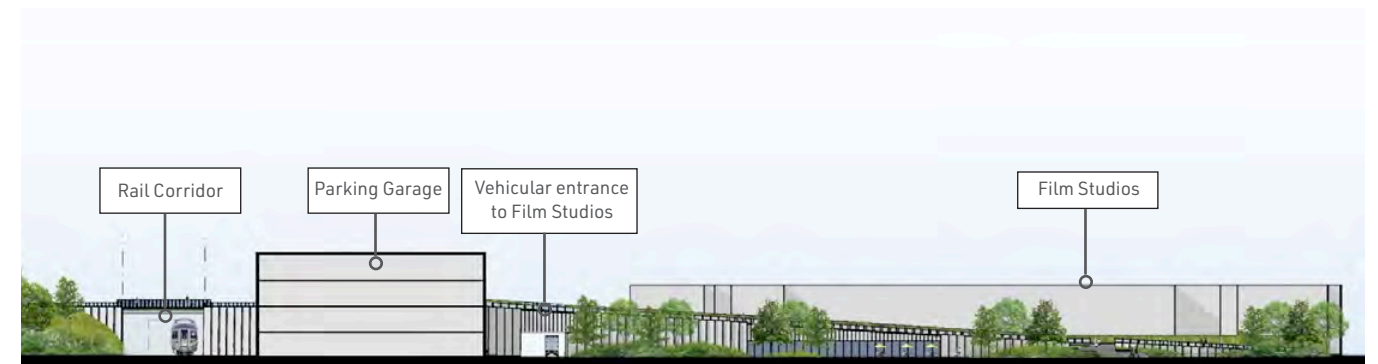


Figure 27: Conceptual elevation plan of the Downsview Park Bridge

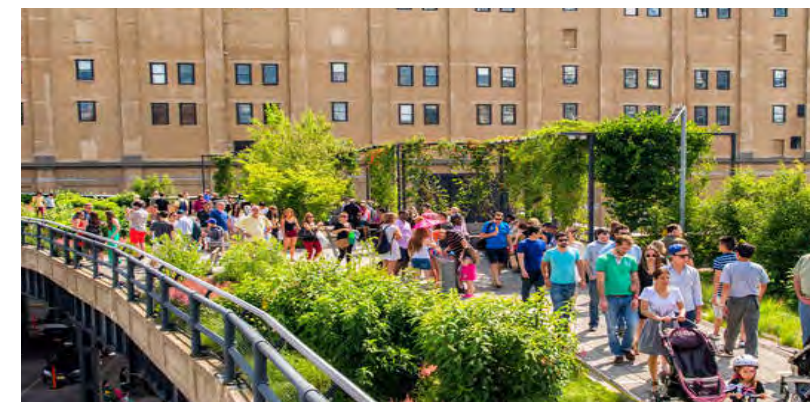


Figure 28: The High Line, New York City



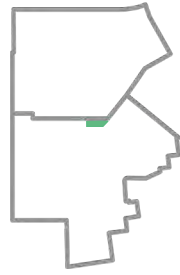
Figure 29: The High Line, New York City



FILM CAMPUS

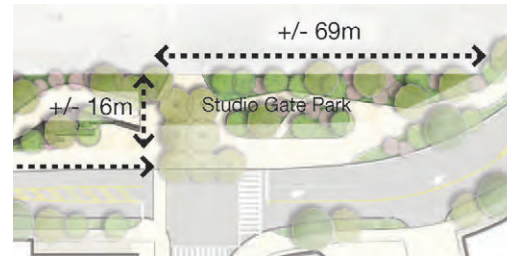
Artistic rendering of the Downsview Park Bridge entrance





### Studio Gate Park

Studio Gate Park is located where a pedestrian gateway to the Film Studio Campus meets the landing for Downsview Park Bridge. Situated at an axis of two key places, it will be a trailhead for the District.



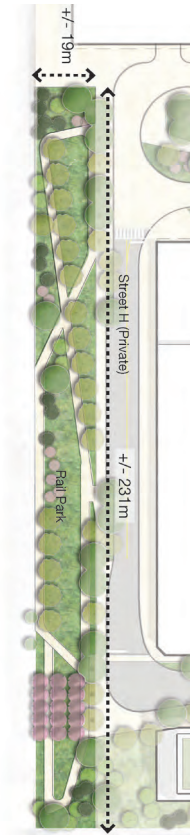
Size: 0.06 ha (0.15 acres)



Figure 30: Lincoln Centre North Plaza, New York City



Figure 31: Herald Square Park, New York City



Size: 0.45 ha (1.10 acres)

### Rail Park

Rail Park is a linear public park along the western edge of the District, located between the hangar buildings and the Barrie GO rail line. It is imagined as a daytime destination for employees to take their lunch break surrounded in nature all year round, and a space known to the local residents for unwinding from the urban environment.

The park's linear character can be leveraged for uses and programming such as a fitness circuit/running path to support health and well being, as well as a potential pet amenity such as a dog run. The park will provide opportunities for intimate gathering places, such as private ceremonial spaces for Indigenous groups.

Along with the Rail Square, which is located adjacent to the northern end of the park, the Rail Park can play a role in extending the ecological corridor from Downsview Park and into the broader Downsview Framework Plan lands.



Figure 32: Rendering of the Green Line - Macpherson Park, Toronto

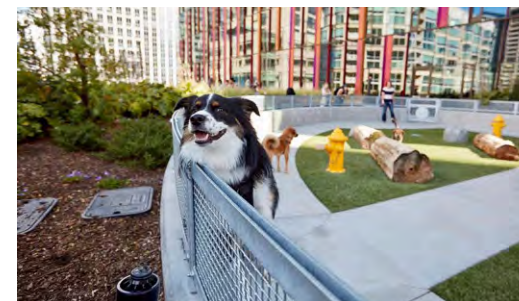
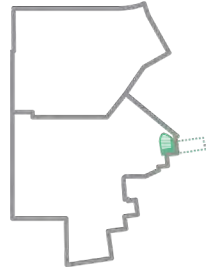


Figure 33: Amazon Sphere's Dog Park, Seattle



Figure 34: Kalvebod Waves Waterfront Park, Copenhagen



**Size: 0.33 ha (0.81 acres)**

## Village Park

The District Plan provides opportunities not only to create new open spaces, but to also expand parks that exist today. The Village Park is a proposed extension of Robert Leek Park. Village Park will round out the block and create a larger neighbourhood open space along Street C to provide connection from the District to Robert Leek Park. A new community hub is proposed to be located within Village Park, where it will be integrated into the extended park to serve both future residents of the District, as well as the existing community to the east.



Artistic rendering of Block I, including Village Park



Figure 35: Rendering of proposed Wallace Emerson Community Centre, Toronto



Figure 36: Existing Robert Leek Park adjacent to the proposed Village Park



Figure 37: Crosstown Elementary School, Vancouver

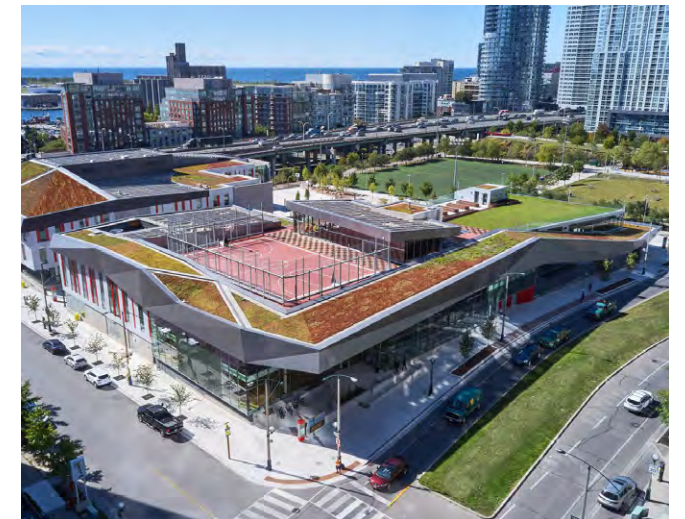


Figure 38: Canoe Landing Community Centre and Schools, Toronto



Artistic rendering of the Atrium



Figure 39: Brooklyn Navy Yard

## The Atrium

The Atrium is a publicly accessible indoor space and a common artery within the hangars. The Atrium will create a pedestrian link through the hangars, breaking up these legacy structures into distinct workplaces. It will be a weather-protected walkway with larger and smaller scale retail frontages, where residents, workers and visitors from various places come together and bring life to the legacy structures all year round.

Located in between the Rail Square and Central Square, the Atrium is envisioned as a front door and the main lobby to the hangar buildings, offering a mix of food and beverage uses, retail shops, specialty services, and engaging maker spaces that will help make this place a retail destination within Downsvie and contribute to attracting employment tenants to the hangars and the broader District.

Extending the full length of the hangar bay in which it is located, the Atrium will be re-designed to allow for open window ceiling glazing to bring light into the hangars and highlight the trusses and height of the hangar bay. Natural lighting will seep through the skylights creating a feeling of being outside while in the comfort of the indoor space. The renewed uses of the Atrium will include opportunities for art installations, maker spaces, co-working and other employment spaces that offer curious visitors glimpses into all kinds of creative industries and innovation operating in the hangars.



Figure 40: Fashion Studio, Philadelphia Navy Yard



Figure 41: Urban Outfitters Headquarters, Philadelphia

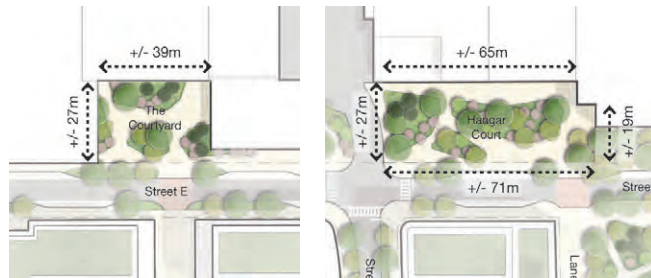


Artistic rendering of the Atrium



### Hangar Courtyards

The Courtyard and Hangar Court are framed on three sides by the hangars, and are open to Street E to the south. The surrounding hangar walls provide a sense of intimacy characterized by their industrial architecture. The open-air concept of these courtyards allow for these spaces to become places for respite, where employees can take a break, gather, socialize and collaborate.



**Size: 0.11 ha (0.26 acres) for The Courtyard & 0.18 (0.45 acres) for Hangar Court**



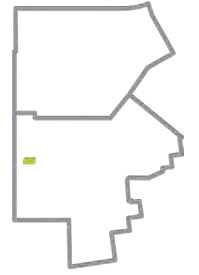
Figure 42: Paley Park, New York City



Figure 43: 8 Spruce Street Courtyard, New York City

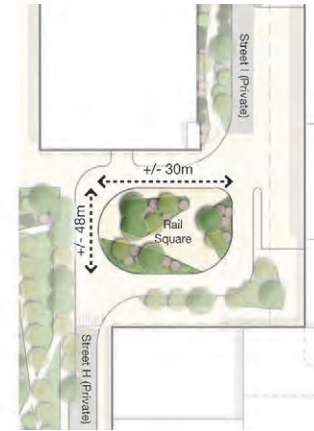


Figure 44: Paley Park, New York City



### Rail Square

Located in an intimate area of the District, Rail Square is envisioned as a private open space that provides a visual connection to the nearby Rail Park. Putting the emphasis on landscaping and green areas, Rail Square will offer slow-paced and quiet experiences where workers can stop to admire the landscape and art before making their way through to the bustling entrance to the Atrium in the hangar building to the east.



**Size: 0.13 ha (0.31 acres)**



Figure 45: Ginza Six Garden, Tokyo

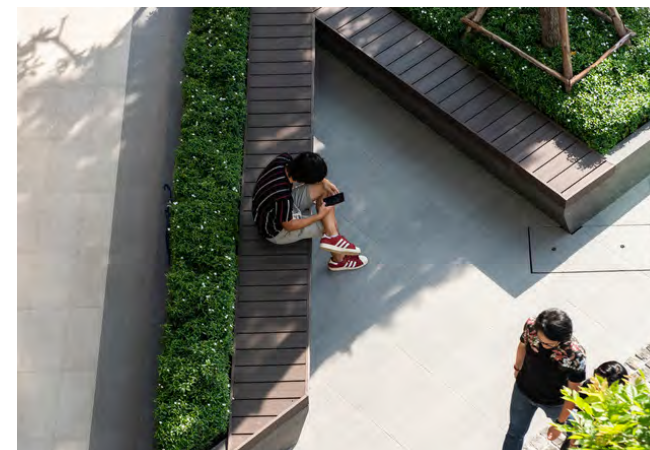


Figure 46: Park space outside Bhira Tower at Sathorn, Bangkok

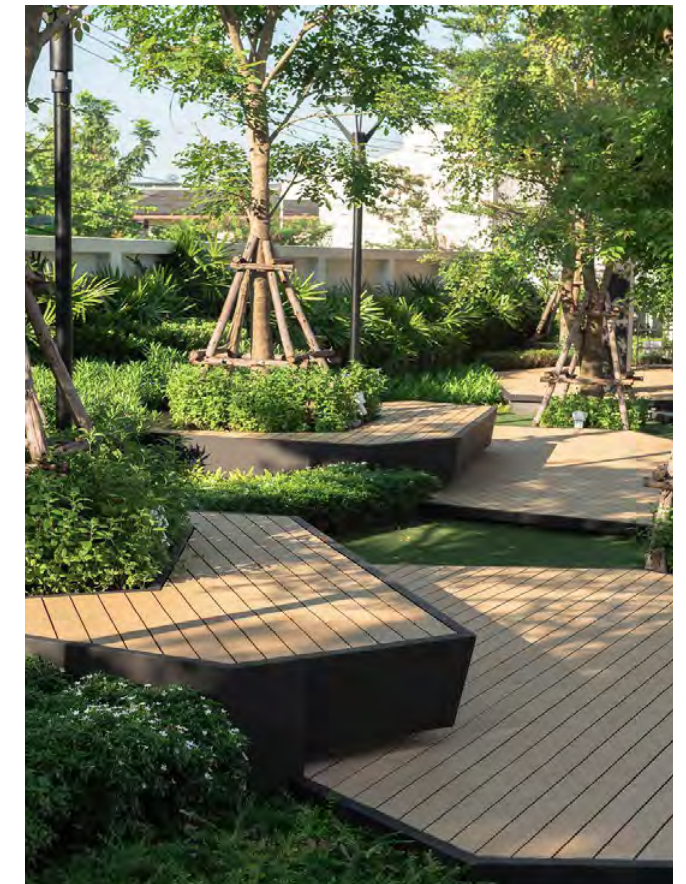


Figure 47: Astera Pride on Rama II, Sathorn, Bangkok

## 4.2.4 Exceeding Parkland Requirements

At Taxiway West, open spaces will be highly functional while advance a range of city-building objectives: improving the quality of life for residents and workers; supporting the health of the natural environment; contributing to sustainability and resilience, and providing spaces of creativity, collaboration, innovation, and relaxation.

The City of Toronto requires the provision of parkland in support of the health and wellbeing of neighbourhood residents. Overall, the District is required to provide approximately 1.68 hectares of parkland. The film studio uses within the North Sub-District (Future Film Studio Campus) are considered light industrial uses and are exempt from parkland dedication requirement. The same applies to the light industrial portion of the hangars in the South Sub-District.

The District's public realm network include a number of parks that are proposed to be dedicated to the City. The parkland provision within the District exceeds the parkland requirement, and includes additional open spaces that will support the needs of future residents as well as workers. In total, the District Plan proposes approximately 2.02 hectares of public parkland to be dedicated, which include the following parks:

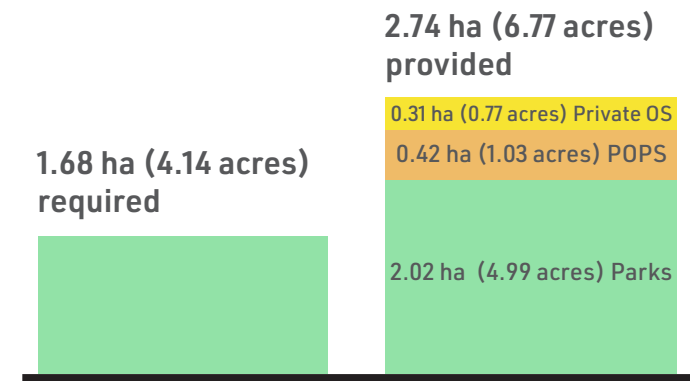
- Downsview Park Bridge (strata conveyance) and Studio Gate Park: 6,145 square metres (1.52 acres)
- Central Square: 1,046 square metres (0.26 acres)

- Rail Park: 4,451 square metres (1.10 acres)
- Garratt Blvd Park: 5,214 square metres (1.29 acres)
- Village Park: 3,298 square metres (0.81 acres)

Northcrest is committed to working with the City on a detailed conveyance strategy for these spaces.

In addition to the dedicated parkland, approximately 0.42 hectare (1.03 acres) of privately-owned publicly-accessible spaces (POPS) are proposed (the Plaza, the Courtyard, and Hangar Court), and further 0.31 hectare (0.77 acres) private open spaces are proposed (the Atrium and Rail Square). All of the POPS and private open spaces will be accessible to the public.

In addition to these spaces, future Site Plan applications for individual development blocks are expected bring additional open space amenities and connections.



### An interconnected system

The Framework Plan proposes 100 acres (40 hectares) of new open spaces, integrated into a network that advances multiple priorities. The District Plan's open space strategy is consistent with this vision: it proposes over 2.74 hectares (6.7 acres) of connected parks and open spaces to support active mobility, habitat health, biodiversity, resilience, sustainability, and year-round comfort. The open spaces within the District will complement the adjacent Downsview Park.



- ▭ Taxiway West District
- - - Sub-Districts
- - - Downsview Framework Plan Area
- Proposed Parks
- POPS and Private Open Spaces
- ▨ Potential Community Use on Park Space

## 4.3

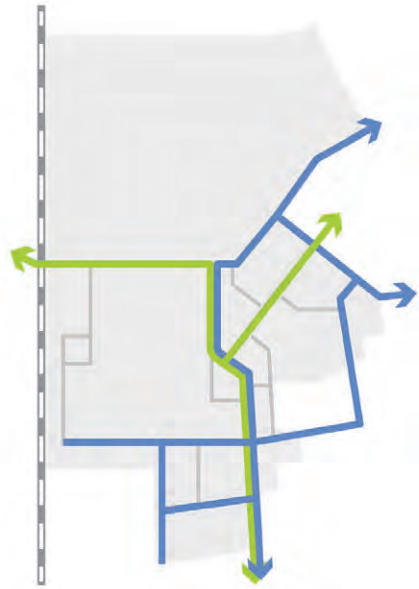
# Mobility

For nearly a century, the Taxiway West District lands have been disconnected and inaccessible from its surroundings. The redevelopment of the District creates a unique opportunity to not only weave the lands into the surrounding urban fabric, but more importantly, shape how people move in the future. To support the vision for a lively, animated and thriving employment hub; promote environmentally responsible development; and support the health, wellness and accessibility of future workers and residents, the design of the District has the opportunity to design all aspects of the Plan to promote walking, cycling, and transit, and shifts travel patterns away from private vehicle use.



## 4.3.1 Mobility Aspirations

The District's mobility network has been guided by the following:



**01**

### Stitch the District with the surrounding urban and mobility context

Taxiway West will introduce a municipal street network that stitches the area back into the surrounding urban fabric. The District's network will connect the District to surrounding neighbourhoods, provide a new point of access to Downsview Park, and introduce additional active mobility routes that build on the city's growing cycling network.



**02**

### Promote a fine-grained street network and blocks that support a complete connected community

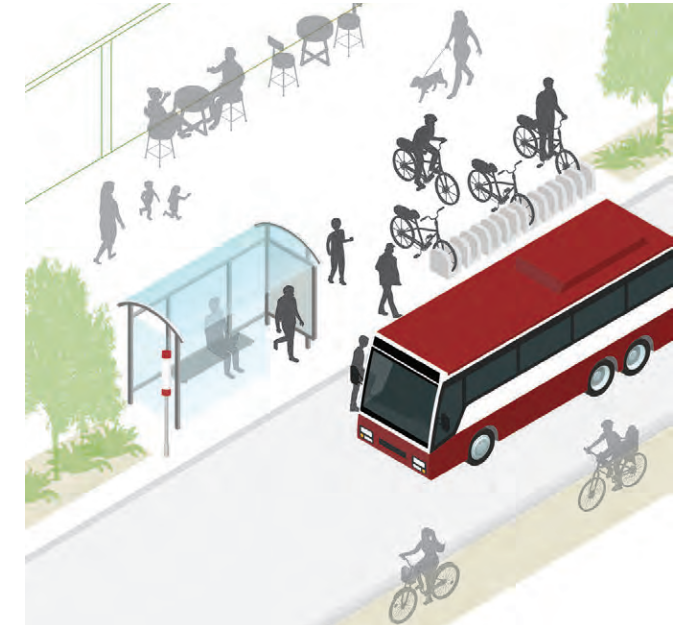
The District strives towards a paradigm shift away from the private automobile, towards more sustainable modes of transportation: walking, cycling and rolling. To do so, the District will incorporate an exceptionally fine-grained network of streets and laneways that support an urban pattern of blocks with a comprehensive mix of uses. This urban structure will ensure that most daily needs are met within a 5-minute walk, roll or bicycle ride, and make active transportation the preferred means of getting around.



**03**

### Design complete streets that emphasize place-making and pedestrian experience

Streets are vital places that can support multiple functions. They can provide safe and accessible connections to all users including pedestrians, cyclists, transit services and motor vehicles. Beyond their mobility function, streets and laneways are also key places to be enjoyed that contribute to the vibrancy and animation of the District. Further, they also support environmental and ecological functions, including blue-green infrastructure. All streets in Taxiway West District will be designed to accommodate these multiple roles, consistent with the City's vision for complete streets.



**04**

### Introduce effective first and last mile transit connections and support mobility choices

The District is located within close proximity of a commuter rail station and three subway stations, including Wilson Station which is less than 2km away. The District Plan will introduce transit routes and cycling infrastructure to support convenient last-mile connections. In the initial stages, a private shuttle service will bridge the gap in transit connectivity prior to public transit being offered. This will encourage transit ridership and active modes of transportation from day one, and further support the paradigm shift away from the private automobile. The District's vehicle parking strategy will also support this modal shift by allowing for flexibility in reducing and repurposing parking supply over time.

### 4.3.2 A Multi-Modal Network

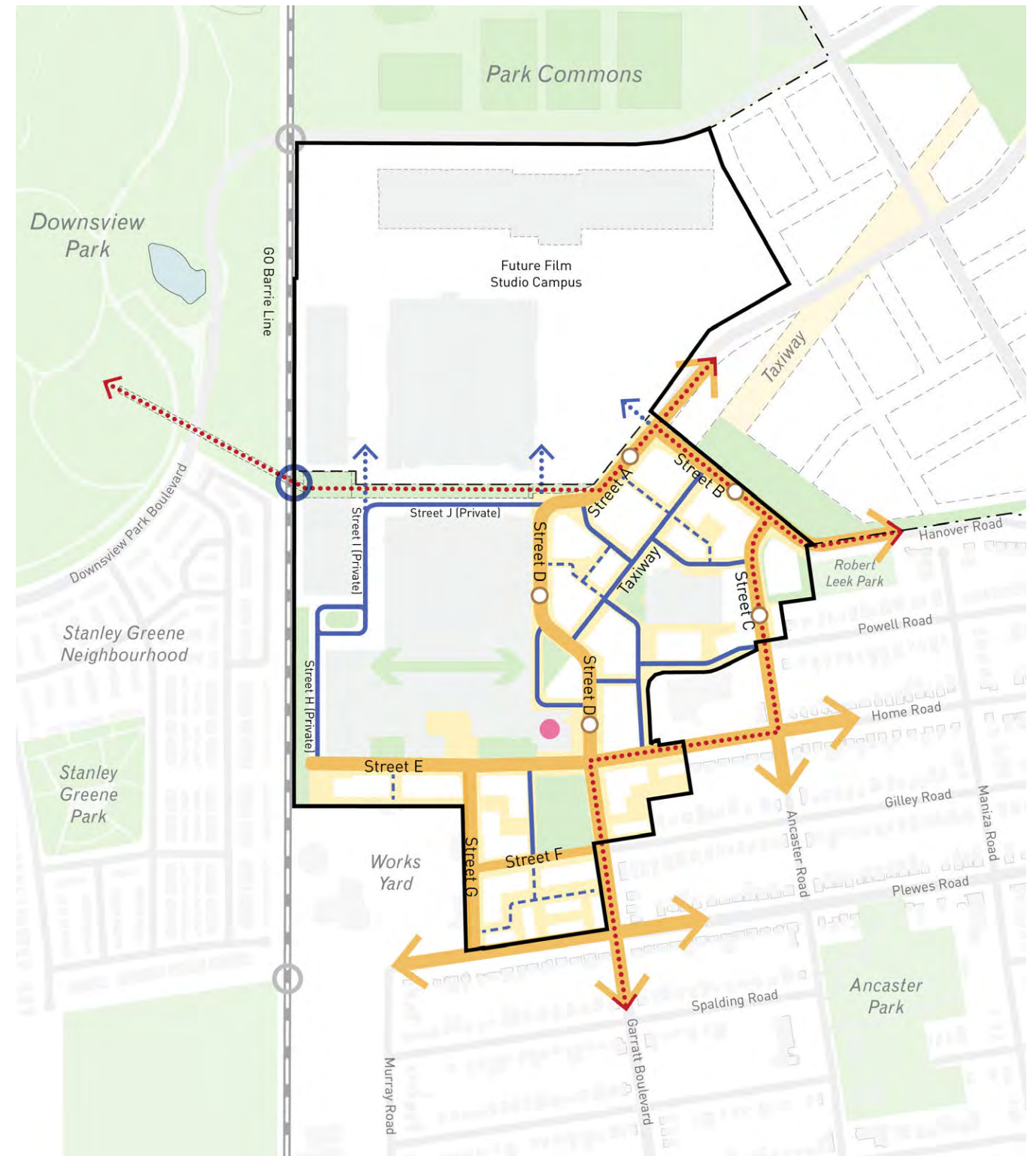
The District introduces a system of municipal streets, private streets, private laneways, active mobility connections, and transit routes to form a complete mobility network.

Each layer of the mobility network will be designed in concert with one another to create multiple routes that prioritize active transportation.

The resulting network will encourage more sustainable travel choices. It will reduce barriers to travel, support accessible travel options, and promote active transportation.

In addition to moving people, the various elements of the network are also key links in the blue-green infrastructure system, and opportunities for cultivating City Nature, both of which advance the overall objective of community health and resilience.

The various elements of the mobility network are described in the following pages.



- Taxiway West District
- Downsview Framework Plan Area
- Sub-Districts
- Proposed New / Upgraded Municipal Streets
- Proposed Public Realm (pedestrian network and streets)
- Parks and Open Spaces
- Proposed Designated Cycling Facilities
- Proposed Private Streets/Laneways
- Proposed Conceptual Laneways
- Proposed Access
- Proposed Rail Crossing
- Rail Crossing Proposed by Others
- Potential Future Hub
- Proposed Bus Stops



### 4.3.3 Streets

Streets are a critical component of the District. Like many urban areas that have evolved from their industrial heritage, streets in the Taxiway West District will have a character and form that is distinct from their surroundings, while providing a dynamic place for activities of daily life to unfold and creating ease of movement for people and goods.

Taxiway West introduces a network of Municipal Streets, Private Streets, and Private Laneways. Together, this network forms a connected, and comfortable spaces that are seamlessly interwoven with one another.

All the streets in Taxiway West incorporate and build upon the City of Toronto’s Complete Street and Green Infrastructure Standards which prioritize providing convenient, safe, comfortable, and accessible travel choices “to accommodate all users - pedestrian, cyclists transit services, and motor vehicles” (Complete Street Guidelines, 2017).

All streets will have two vehicular travel lanes with some additional left turn lanes at key intersections where vehicular volumes warrant. A mixture of street typologies is in keeping with the unique vision and character of the South Sub-District as a vibrant, walkable, connected and comfortable urban environment, as described on the following pages.



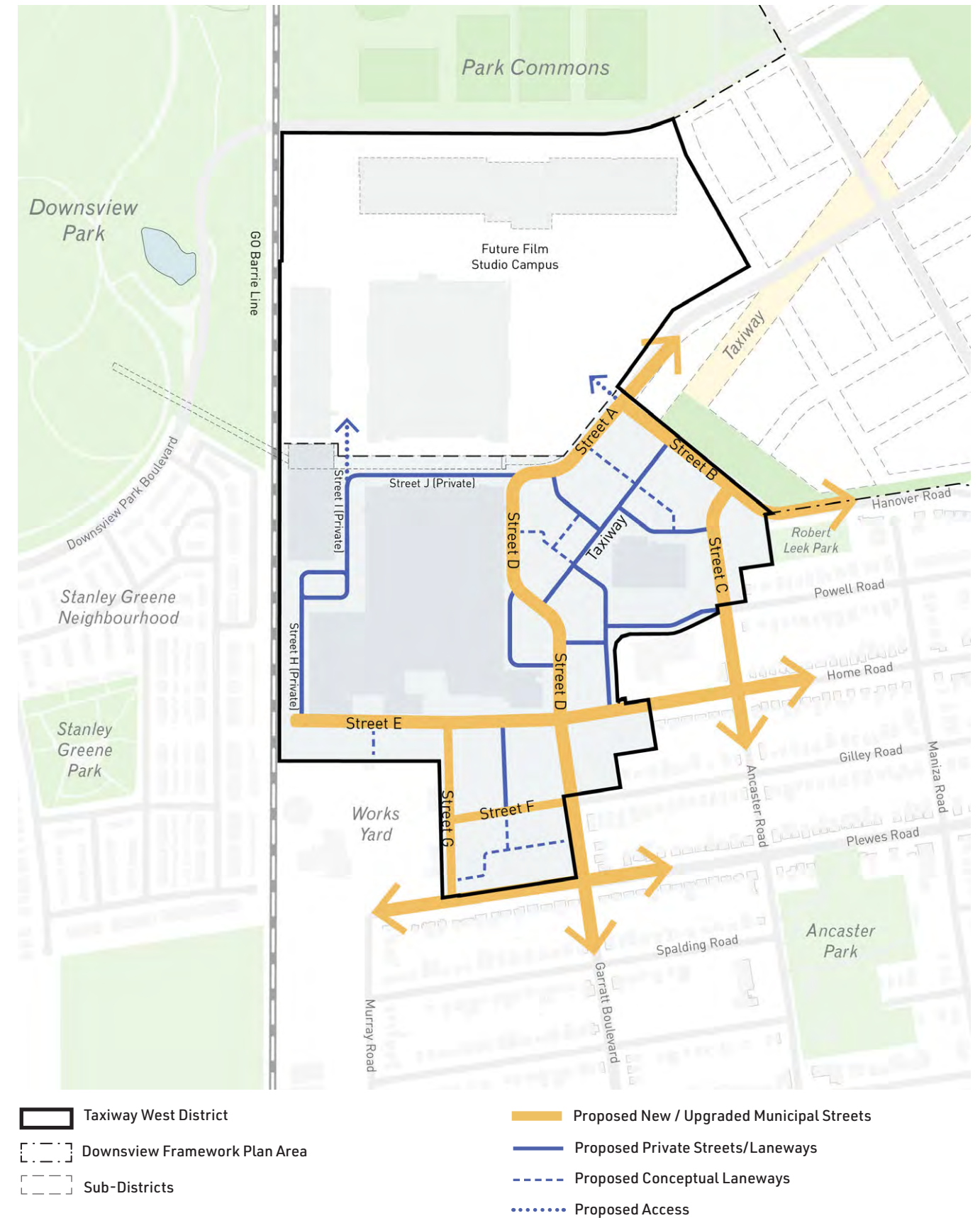
Figure 48: Market Street, Toronto



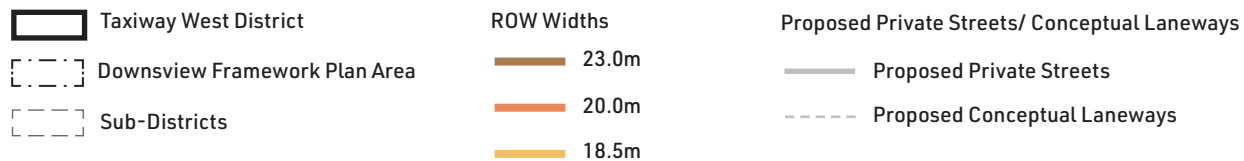
Figure 49: Mariahilfer-Strasse, Vienna



Figure 50: The Wharf, Washington D.C.



### Municipal Streets



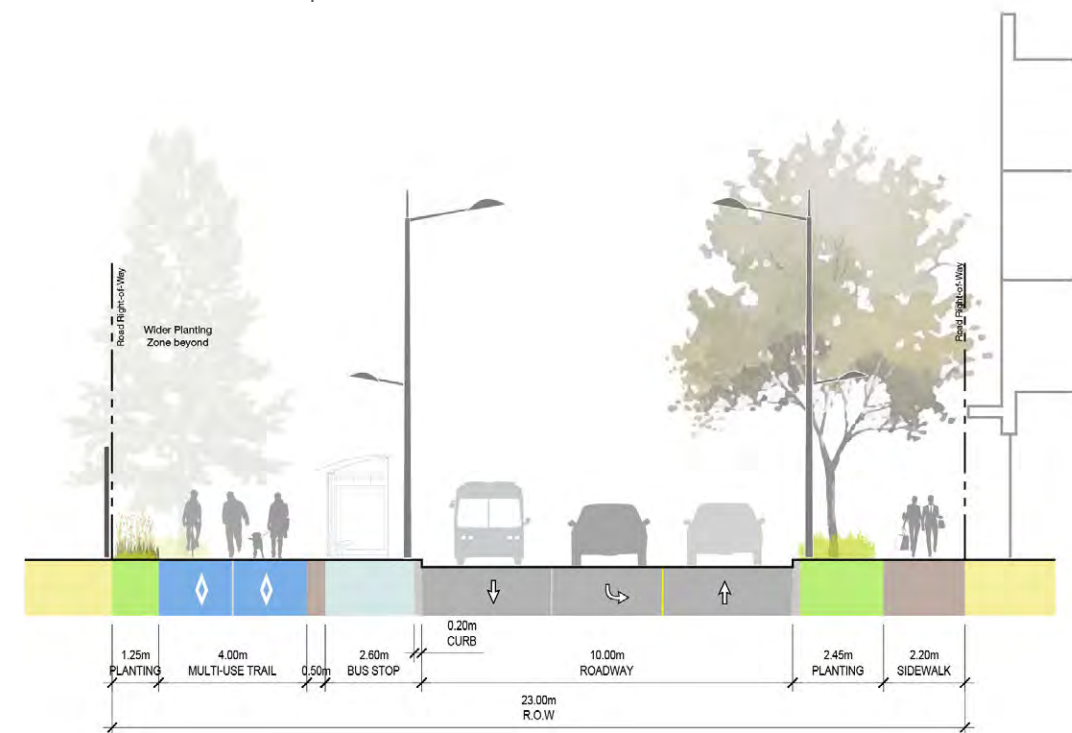
The District introduces a network of Municipal Streets that connect to existing and planned streets. They also provide access to the Film Studio Campus. Proposed Municipal Streets are:

- **Street A** - New Municipal Street connecting to the Downsview Framework Plan
- **Street B** - Extension of Hanover Road
- **Street C** - Extension of Ancaster Road
- **Street D** - Extension of Garratt Boulevard
- **Street E** - Extension of Home Road
- **Street F** - Extension of Gilley Road
- **Street G** - New Municipal Street

All Municipal Streets provide generous space for sidewalks, cycling facilities (bike lanes, shared lanes, and multi-use trails), and transit infrastructure (surface transit routes and stops) to balance the

needs of multiple users while also prioritizing more sustainable travel modes. Municipal Streets will also incorporate blue-green infrastructure (e.g. permeable pavers, rain gardens, LID) to advance the principle of City Nature and contribute to the innovative, decentralized stormwater management strategy. [See Section 4.5.2 - Stormwater Management for more information](#).

Municipal Streets vary in right-of-way (ROW) widths ranging from 18.5 to 23 metres, depending on their role, street classification, and character. The wider ROWs associated with Streets A and B will accommodate truck activity for the film and light industrial uses proposed in the North Sub-District and a portion of the hangars in the South Sub-District, while Municipal Streets that connect to existing and established residential areas, including Streets D and C, incorporate smaller ROWs to enhance the pedestrian experience. [See Appendix 1 for all conceptual street sections](#).



Conceptual cross section of Municipal Streets (Street A)

## Spotlight on Street D: A Connector of Special Places

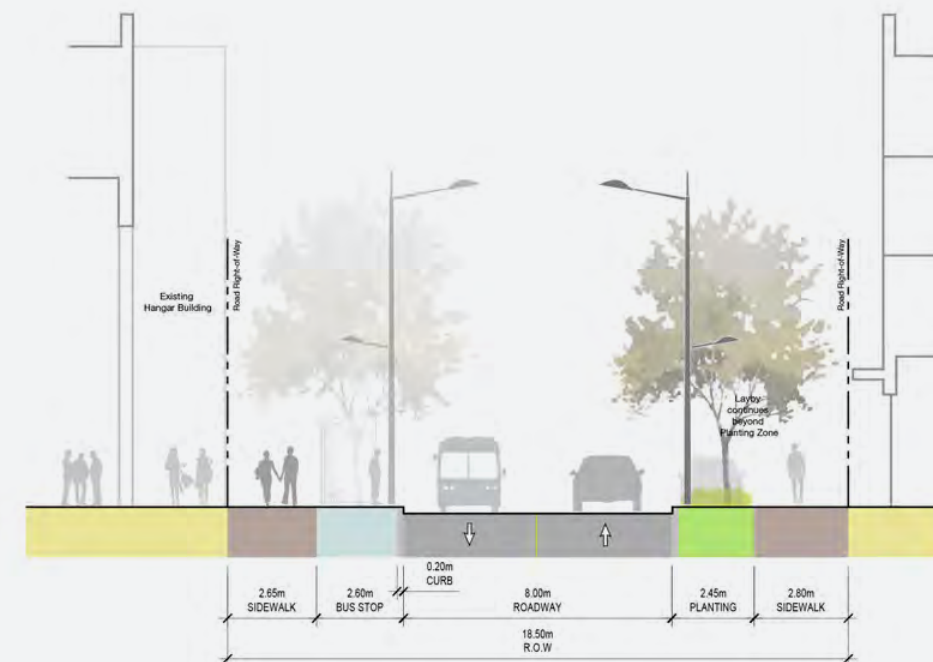


Artistic rendering of Street D



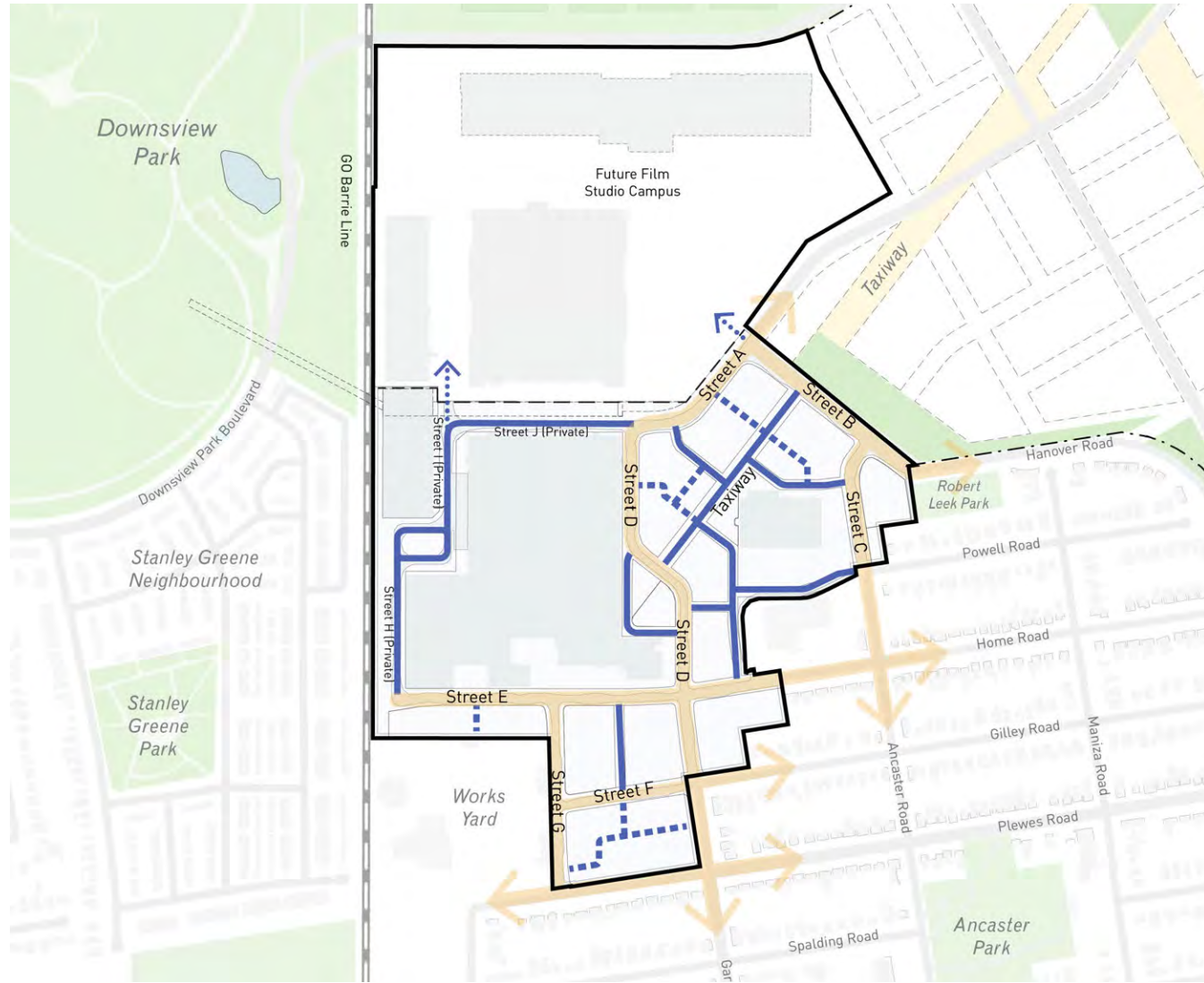
Street D is the District's main street. It extends from Garratt Boulevard to Street A, meandering through the District and connecting notable elements, including the Downsvew Park Bridge, Garratt Blvd Park, Central Square, the hangars, and the Studio Gate Park.

Bulb-outs and frequent pedestrian crossings slow the pace of vehicular movement to create a safe and comfortable pedestrian environment. As a pedestrian-focused street, Street D not only accommodates generous sidewalk boulevards and safe travel speeds, but will also include features that encourage activities to spill out into the public realm.



Conceptual cross section of Street D

## Private Streets & Laneways



- Taxiway West District
- Downsview Framework Plan Area
- Sub-Districts
- Proposed Private Streets/Laneways
- Proposed Conceptual Laneways
- Proposed Access
- Municipal Streets

### Private Streets

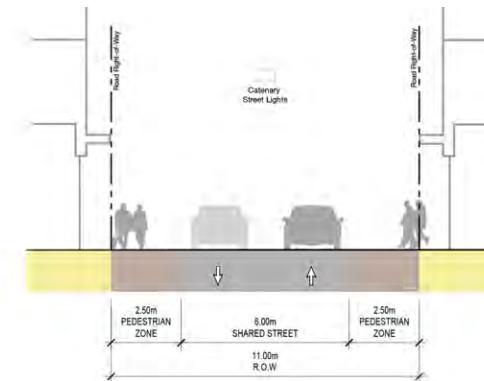
Private Streets are proposed to provide a finer grained pattern of publicly-accessible connections. They will incorporate design variations and innovations that promote active mobility and vibrancy.



Conceptual Cross Section of Private Streets (Street I)

### Laneways

A number of laneways are proposed to increase the porosity of the District. They are imagined as short, narrow, curbless, shared streets that prioritize the pedestrian experience while accommodating vehicular and servicing activities. They include subtle misalignments to discourage cut-through vehicular activity and ensure safety of vulnerable road users.



Conceptual Cross Section of Laneways

The benefits of proposing a network of private streets and laneways for this district include:

- Creating opportunities to pilot alternative design standards and technologies, including narrower ROW widths designed to promote pedestrian mobility and public realm vibrancy; special and permeable materials that contribute to a distinct sense of place and promote stormwater management; and innovative building systems.
- Enabling signature spaces, like the Taxiway, to respond to and be used periodically in conjunction with their adjacent uses - programmed for public events and community gatherings.
- Supporting the pedestrian experience by enabling smaller development blocks that achieve a degree of porosity without impacting the efficiency or layout of underground parking.
- Enhancing pedestrian and cyclist safety through facilitating servicing and other back-of-house functions off of main public streets.
- Making the ongoing maintenance, operation, and repair of streets a landowner responsibility.

## Spotlight on The Taxiway: The District's Community Spine



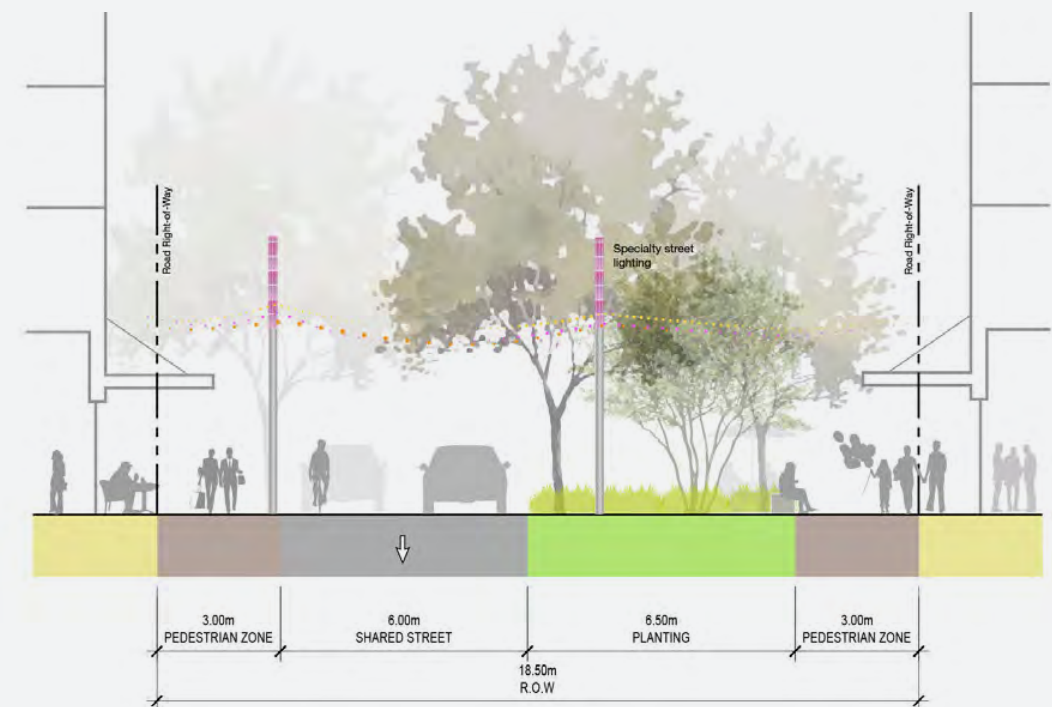
Artistic rendering of the Taxiway



The Taxiway, as described in detail in Section 4.2, is both a one-way street and an open space destination. Oriented perpendicularly to the prevailing winter north-west winds, the Taxiway provides an ideal environment for pedestrian comfort and contributes positively to the microclimate of the entire Village. Animated at all times of day and protected from adverse wind conditions, it will be the District's central spine and the taste of magic that anchors public life in the District.

Designed with a 18.5-metre ROW, the Taxiway integrates various planting zones - to break up and deflect winds and support stormwater management - and a one-way chicane that limits vehicular volume. These unique design features will accommodate all users, while prioritizing the movement of pedestrians and cyclists.

The Taxiway provides a shared cycling connection to the cycling network proposed on the Runway and future extension to the Taxiway to the north-east.



Conceptual cross section of the Taxiway

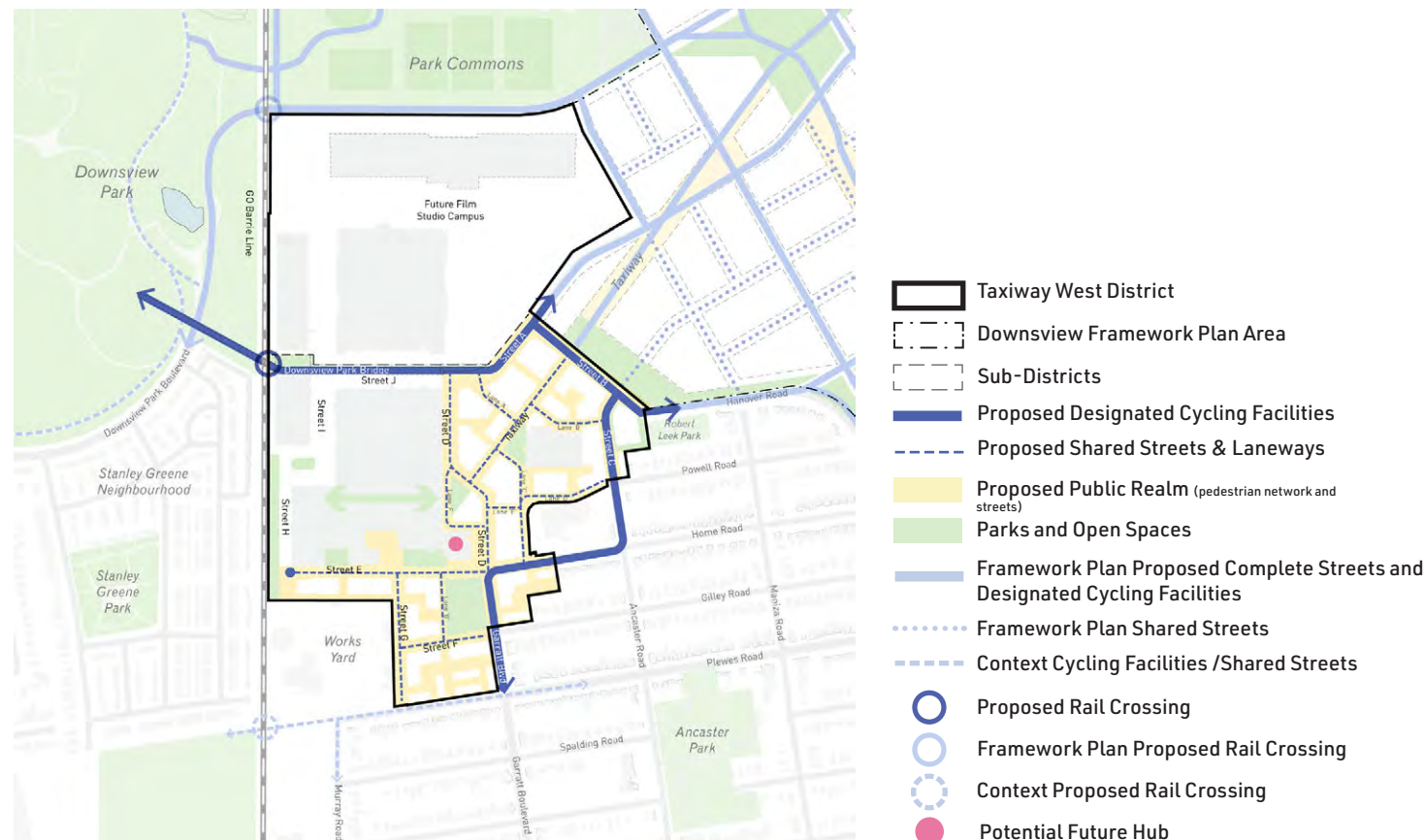
### 4.3.4 Active Mobility

A key ambition of the broader Framework Plan is a paradigm shift in travel behaviour for this part of the City, whereby walking, cycling, and rolling are the most convenient and preferred modes for moving around. This ambition is at the heart of the proposed mobility network for the District, not only to promote healthy travel choices, but also to reduce emissions and the long-term carbon impacts of transportation.

To advance these aims, the District’s mobility network focuses on creating a hyper fine-grained street and block pattern, and the provision of one-of-a-kind streetscapes that are dynamic, comfortable and engaging. Various strategies are employed to create this unique sense of place: from making routes accessible, to incorporating building features like weather-protected canopies, to integrating moments of visual interest, interior walkways, and public art.

As discussed throughout this chapter, streets within the Districts are designed for slow travel speeds, with wide sidewalks and a combination of shared and dedicated travel lanes. In addition to sidewalks and shared streets, a series of laneways, open space passages, and multi-use trails provide key active mobility connections. Pedestrian activity is also welcomed within the hangars where the Atrium and a series of publicly-accessible corridors provide weather protected pedestrian routes through the block.

Active mobility connection to the Future Film Studio Campus within the North Sub-District will be established through the pedestrian gate and park (Studio Gate Park), located at the terminus of Street D.



### Spotlight on Downsview Park Bridge: A Critical Connection



One of the key active mobility elements in the District is the creation of the Downsview Park Bridge: a multi-use pathway that passes over the Barrie GO line, forming a connection to the 291-acre Downsview Park.

While the District is located directly adjacent to Downsview Park, the rail line has always created a barrier, limiting access. At present, to reach Downsview Park, residents and workers in the Ancaster area would have to cross the rail at the Wilson Avenue underpass to the south: a journey that takes over 30 minutes by foot.

As introduced in Section 4.2, Downsview Park Bridge will not only provide a critical active mobility connection, but also be an open space destination in its own right.



## Cycling Network & Infrastructure

The District's cycling network includes a series of dedicated and shared cycling routes and multi-use paths, which connect with and expand the local existing and emerging network. The District's network will provide cycling paths and infrastructure for commuting, as well as for recreational enjoyment.

The District's cycling routes will stitch into the existing and planned cycling network, completing the City's vision for the Northwest Cultural Trail. The network is comprised of:

### Multi-use Trails

Multi-use trails are proposed on Streets A and B, and the Downsview Park Bridge, to connect to the existing and proposed network of faster-moving multi-use trails in the area. These improvements also form connections to the broader Framework Area, as shown page 102.

### On-Street Bike Lanes

Dedicated on-street cycling routes are proposed on Street C, a portion of Street E, and a portion of Street D (South of Street E connecting to Garratt Boulevard) (see page 102), providing a link between the proposed Framework Plan bike lanes, and the proposed City bikeway and rail crossing to the south of the District along Plewes Road.

### Shared Travel Ways

Consistent with the objective of slowing travel speeds for all vehicles and emphasizing pedestrian and cycling movement throughout the District, all the other streets adopt a shared approach, where cyclists share travel-ways with other modes.

### Bicycle Infrastructure

The District also incorporates convenient public bicycle parking areas at key locations, including the Downsview Park Bridge (integrated with the proposed parking structure, where the Park Bridge lands), and within the Hub. See [Section 4.4.6 - Parking & Loading for more information.](#)



Figure 51: Cycling in shared street in Dordrecht, the Netherlands



Figure 52: Bikeshare Toronto

In addition to increasing connectivity within the District, new paths and trails should connect to the infrastructure outside of the District.



### 4.3.5 Transit Connections

Despite being within close proximity of higher-order transit (less than 2 kilometres away), the District currently has limited connections to the surrounding transit network. To bridge the existing gap and promote transit ridership, creating frequent and reliable connections to higher order transit is one of the District Plan's key mobility ambition.

A robust surface transit service is proposed, with transit routes that connect to Downsview Park Station (TTC line 1 and buses and GO Barrie line) and Wilson Station (TTC Line 1 and buses). Within the District, a transit route is identified along a loop system of public streets (Streets A-D) with frequent stops for quick, convenient access from anywhere in the District.

In order to provide the necessary transit connections at the earliest possible opportunity, in the near-term, the transit service will be provided in the form of a complimentary private shuttle and eventually converted to a public transit service. This shuttle service will provide frequent, all-day service to Downsview Park Station and Wilson Station during peak periods along this route.

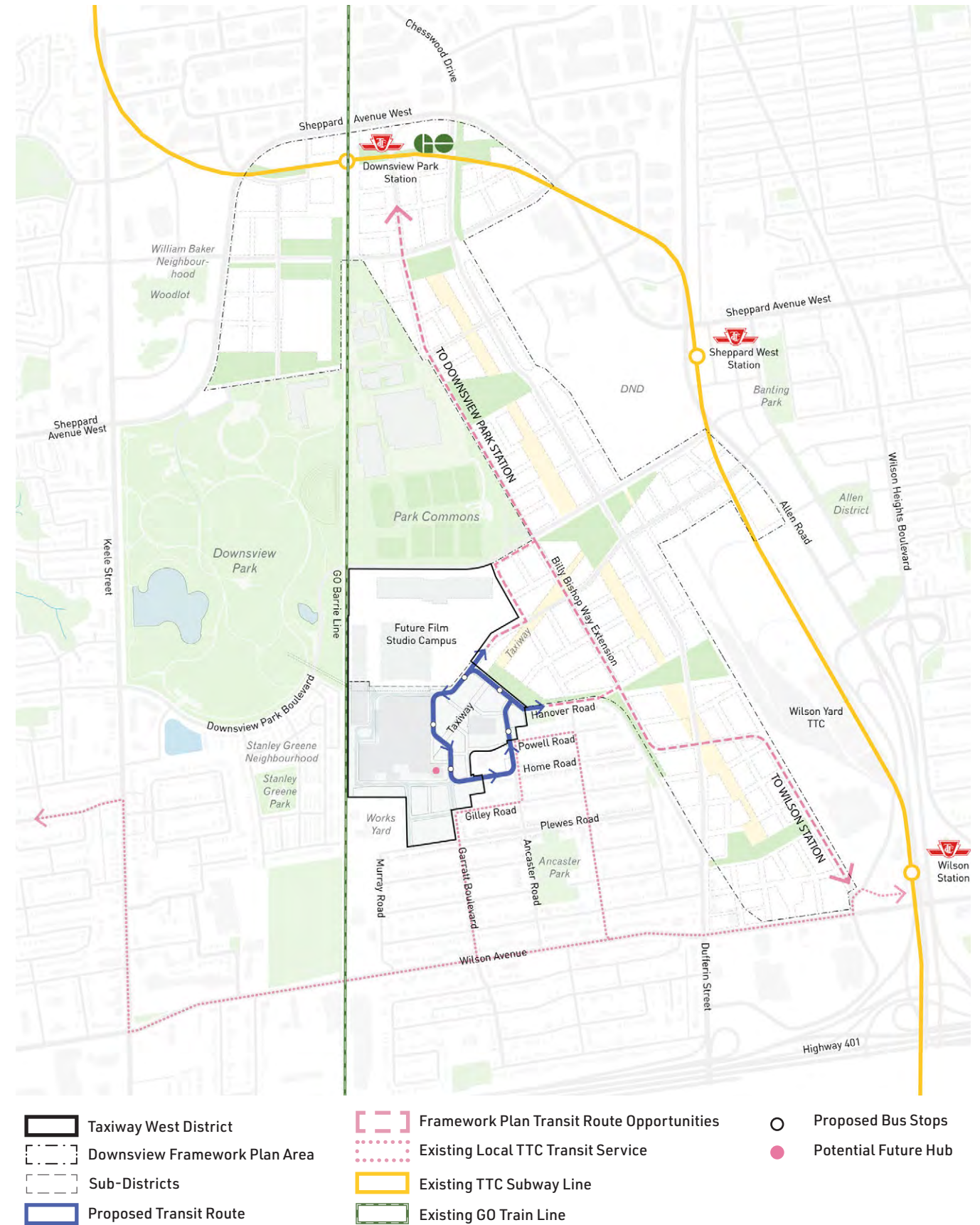
Located centrally within the transit route, the Hub will feature community and transit-supportive amenities, to further encourage transit ridership. See Section 4.4.3 - Land Use for more information on the Hub.



Figure 53: Shuttle



Figure 54: Surface Transit





## Connecting to the evolving Framework Plan Network

The Framework Plan describes major infrastructure investments that connect the broader Downsview area into the surrounding transportation network. At full build out, the major connections through the area will include:

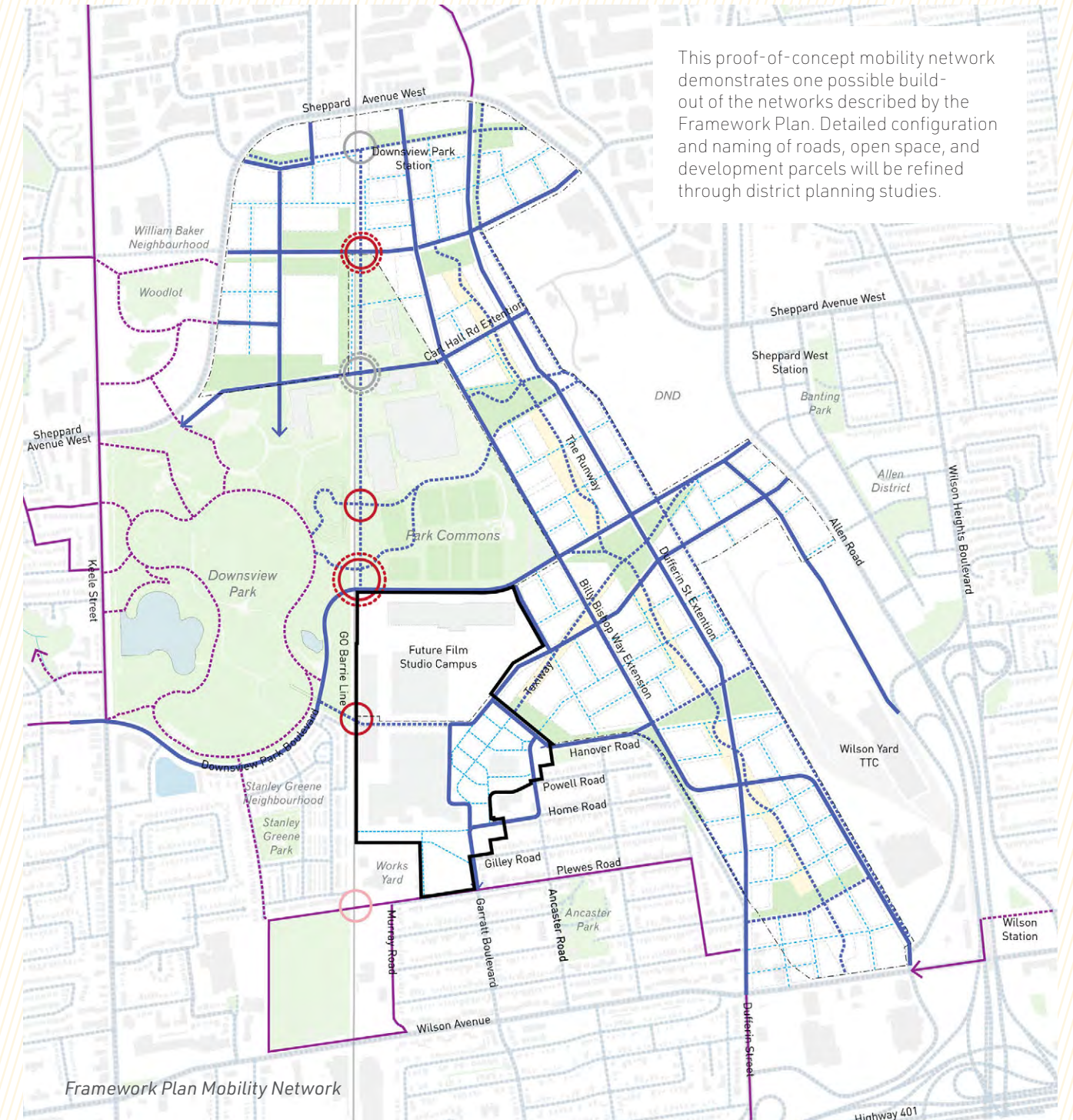
- A north-south Dufferin Road Extension connecting from Dufferin Road in the south to Chesswood Drive in the north;
- A north-south Billy Bishop Way Extension connecting from Wilson Station and Transit Road in the south to Downsview Park Station and Sheppard Avenue West in the north;
- Northern Street, an east-west connection between Keele Street and Sheppard Avenue West from Dovehouse Avenue in the west to Kodiak Crescent in the east with a multi-modal crossing of the rail line;
- An east-west Downsview Park Boulevard Extension from Downsview Park to Allen Road in the east, with a multi-modal crossing of the rail;
- A Collector Road running along the eastern edge of the Taxiway West District and linking the Downsview Park Boulevard Extension, the Billy Bishop Way Extension and the Dufferin Street Extension to Allen Road in the east;
- The Runway, Taxiway, Green Spine and other Greenways providing continuous and dedicated active mobility routes through the Framework Plan Area, connected to the street network; and
- Several new east-west active mobility crossings of the rail line into Downsview Park.

A robust internal circulation network within the Taxiway West District will be connected to this larger mobility network throughout the Framework Plan Area, as well as to the existing municipal mobility network to the south and west.

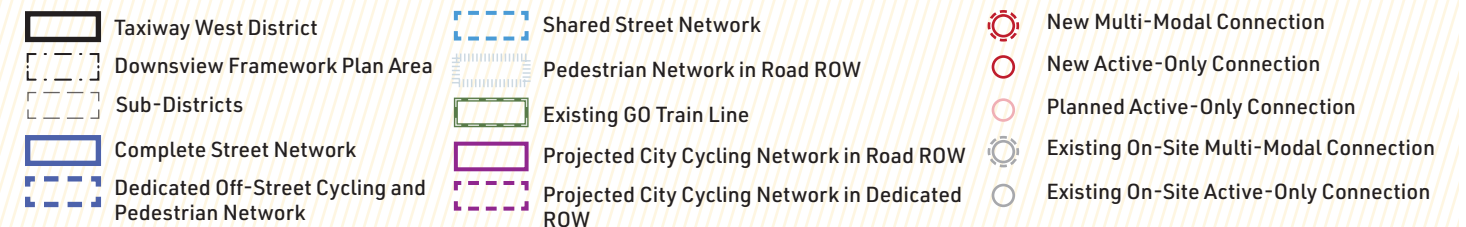
As described in the Framework Plan, streets within the District will be designed based on a Complete Streets approach, which creates space within the street right-of-way for each mode of movement, with the specific infrastructure design linked to the character and function of the street. As a result, the street network will provide connections to and continuous facilities with the surrounding mobility network for bicycles, pedestrians, transit and vehicles.

Key elements of the planned mobility network that connect beyond the District include the following:

- The proposed municipal street network within Taxiway West extends the adjacent planned Collector Road from the Framework Plan Area through the District. It provides infrastructure to accommodate interim private shuttle service and long-term TTC bus service to seamlessly extend existing and future routes through the District;
- Planned streets in the District build on the existing grid of local streets in the Ancaster neighbourhood, including an extension of Garratt Boulevard, which travels north-south to Wilson Avenue;
- An extension of the Taxiway travels through the District, providing an active transportation-focused link to the broader Framework plan Area; and
- The Downsview Park Bridge is identified in the Framework Plan as a key new active-only crossing, connecting Ancaster and the Taxiway West District to Downsview Park.



This proof-of-concept mobility network demonstrates one possible build-out of the networks described by the Framework Plan. Detailed configuration and naming of roads, open space, and development parcels will be refined through district planning studies.



## 4.4 Community Building

Development at Taxiway West will be the next stage of Downsview's contemporary history of employment activity and innovation. The District has the opportunity to foster a dynamic employment hub and introduce a mix of homes and amenities, which together create a live-work District that will contribute to Toronto's overall growth and economic competitiveness.



## 4.4.1 Community Building Aspirations

The District's land use and built form strategy has been guided by the following:



**01**

### Establish a dynamic employment hub

Taxiway West provides a unique opportunity to bring together a variety of employment uses together in one district. It will be home to the Future Film Studio Campus; a hub of creative uses and innovative businesses of all sizes in the hangars; and a diverse mix of office and other commercial spaces in the rest of the District. Together, these uses will sustain thousands of jobs and contribute to Toronto's economic competitiveness.



**02**

### Introduce housing options and amenities to create a livable live-work community

A wide range of housing options, retail, entertainment, community and cultural uses, and open spaces will complement the employment focus and create a complete, live-work community. Within the Taxiway, land use and mobility planning are integrated to create an inherently sustainable lifestyle where people can live, work, shop, learn, play, and have access to nature - all within a comfortable walking, cycling, and rolling distance.



**03**

### Layer the old and new to reinforce a unique sense of place

The existing hangar buildings will be retained and refurbished to welcome new employment uses. Making uses of these legacy buildings will limit the District's embodied carbon and contribute to its physical character and sense of place. New buildings will complement these historical buildings, both in terms of scale and design. New buildings will be predominantly mid-scale in form, accommodate a range of uses, support a comfortable density, and maintain a compatible relationship to the surrounding neighbourhoods.



**04**

### Support year-round comfortable microclimate

The layout of blocks and the massing of buildings in Taxiway West will strive to maximize comfort on streets, parks, and open spaces. The design of these elements will work together to promote comfortable wind conditions, and balance the need for solar access and shade, to create comfortable conditions in the public realm across all seasons.

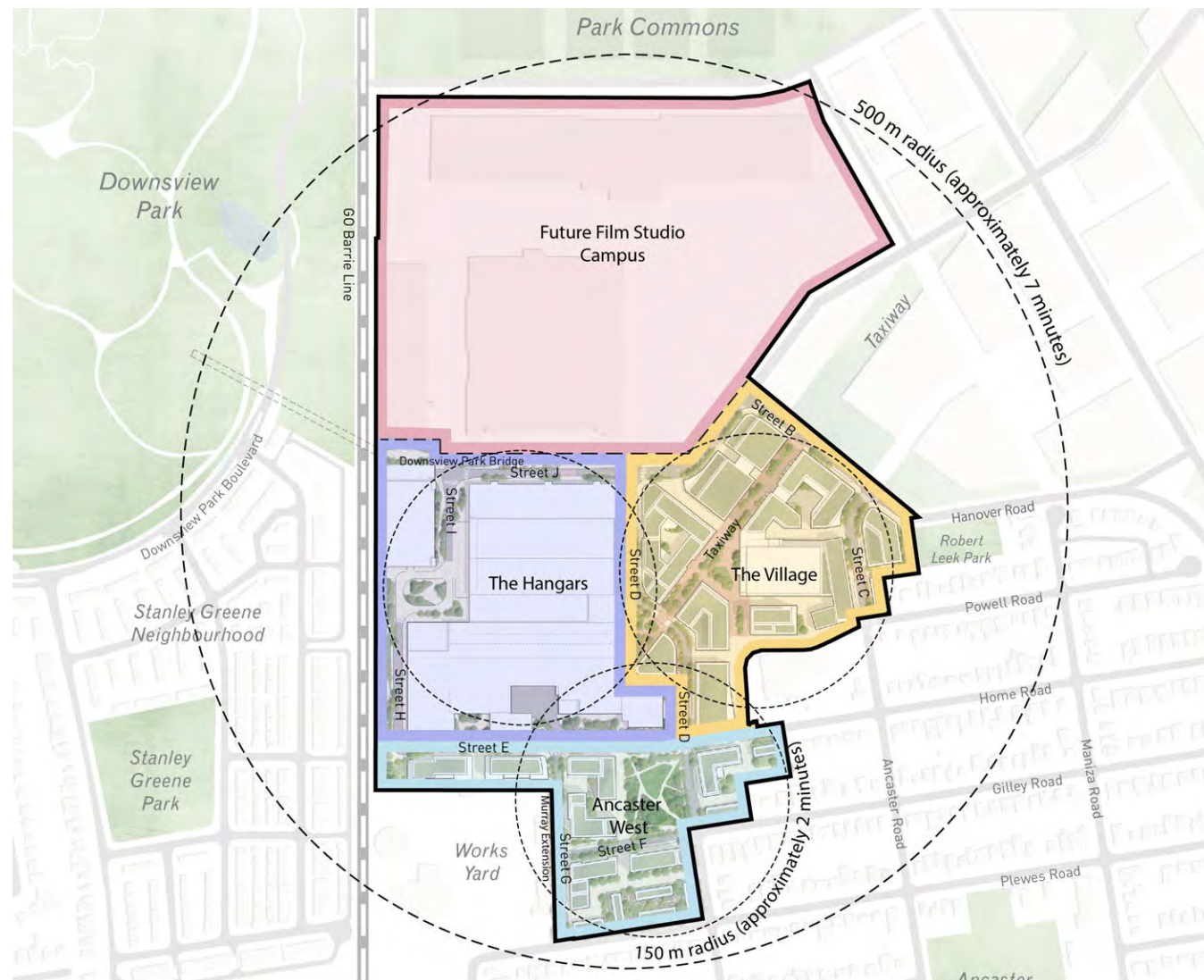
## 4.4.2 Character Areas

As a whole, the District represents a complete community, where residents and workers can access the majority of their needs within a short walk, roll, bike or transit ride. The entire District fits within a 500-metre radius, representing approximately a 7-minute walk from the centre.

To organize the broader land uses throughout the District, the lands are conceived as smaller neighbourhood units: the North Sub-District will be developed as a Future Film Studio Campus, and the South Sub-District will be divided into three character

areas: The Hangars, The Village, and Ancaster West. Each character area represents approximately a 2-minute walk.

Considering portions of the District as different character areas allows for a thoughtful response to the existing and emerging context, while also building on the opportunities and assets that exist at each location. Each character area provides distinct experiences, and together, they contribute to the District's vision of creating a thriving employment hub with a range of housing choices and community amenities.



### Future Film Studio Campus

The Film Studio Campus will deliver approximately 93,000 square metre (1 million square feet) film and television studio production campus. Phase A of the Film Studio Campus utilizes the vacant land on the northernmost area of the District, and the future expansion (Phase B) will repurpose the existing hangars to the south. The Film Studio Campus will create thousands of new jobs, and is a key employment anchor within the District.



Artistic rendering of Film Studio Campus



Artistic rendering of Central Square looking towards the hangars

### The Hangars

The Hangars character area offers an innovative employment hub with unique workplace environments defined by the adaptive reuse of existing assets. A wide variety of employment uses will find a home within the Hangars, such as maker spaces, creative users, studios, and collaborative office environments for businesses and organizations of different scales and stages, including start-ups and mature companies, as well as institutional and community uses.

## The Village

The Village will be a lively and bustling place: the District's dynamic urban centre. Connected to, and organized along the Taxiway, the Village will have a predominantly mid-scale built form. A complete mix of uses including office, residential, retail, amenities, and community facilities will complement the adjacent employment and residential areas of the Hangars and Ancaster West, reinforcing the District as an ideal place to live, work, and visit.



## Ancaster West

Ancaster West is a primarily residential neighbourhood that will provide diverse new housing options, as well as new open spaces and amenities that provide places for the community. The combination of low- and mid-scale built forms in Ancaster West will help achieve a sensitive integration between the existing and future context and provide an appropriate transition to the existing Ancaster community.



### 4.4.3 Land Use

The District's land use strategy will support a lively community that accommodates a variety of employment, retail and services, residential, and community and cultural uses - meeting daily needs by an easy walk, roll or cycle.

The District will consist of approximately 27.6 hectares (68 acres) of Employment Area; 12.1 hectares (30 acres) of Mixed Use Area; and 1.6 hectares (4 acres) of Neighbourhood Areas. These estimates will be refined through detailed approvals processes for each sub-district.



**Total Employment Areas GFA**  
~ 200,900 m<sup>2</sup> (2.2 M ft<sup>2</sup>)



**Total Mixed Use Areas GFA**  
~ 190,700 m<sup>2</sup> (2 M ft<sup>2</sup>)



**Total Neighbourhood Areas GFA**  
~ 89,800 m<sup>2</sup> (967,100 ft<sup>2</sup>)

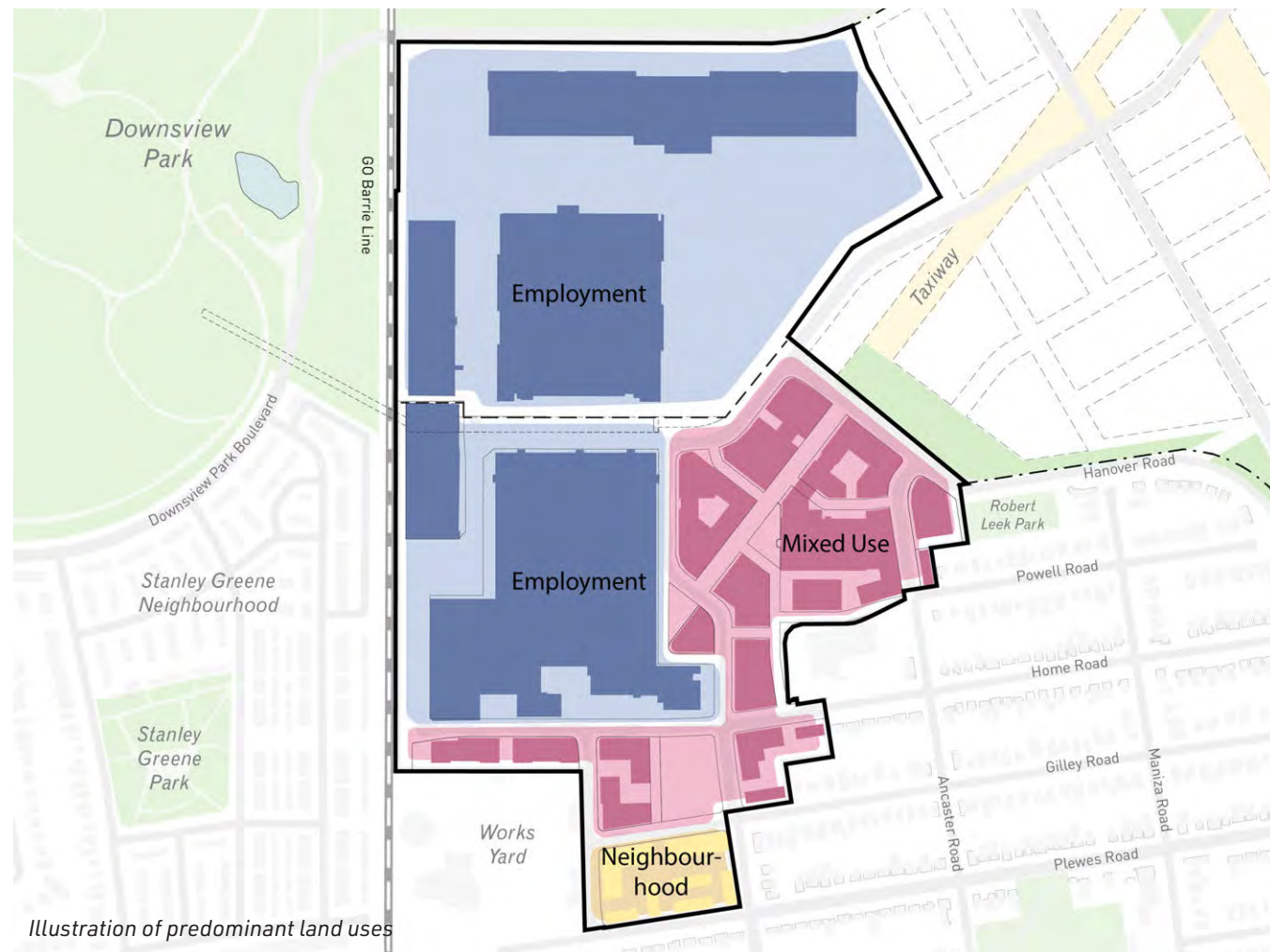


Illustration of predominant land uses

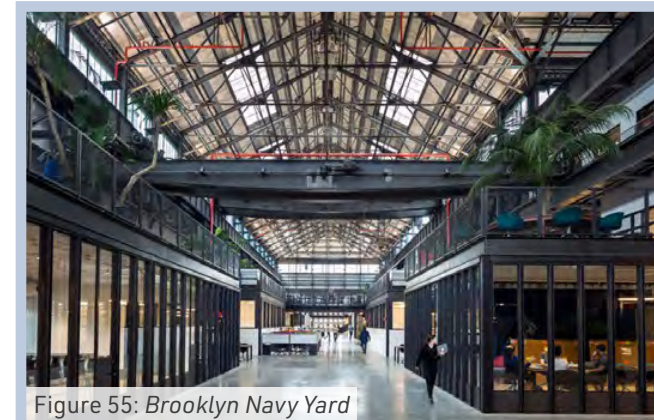


Figure 55: Brooklyn Navy Yard

#### Employment Areas

##### Concentration of jobs to build on the District's legacy of innovation

The North Sub-District and the Hangars character area are conceived of as *Employment Areas*. They will provide the greatest concentration of employment uses in the form of light industrial and office uses.



Figure 56: Neue Meile Böblingen, Böblingen, Germany

#### Neighbourhood

##### Lower-scaled residential uses that respect established communities

The southernmost portion of Ancaster West will be designated *Neighbourhood*. This area will evolve with lower-scaled residential buildings, and create a sensitive relationship to the establish Ancaster neighbourhood.



Figure 57: Bloor Street West, Toronto

#### Mixed Use

##### Diversifying Employment and Contributing Vibrancy

Much of the District will be designated *Mixed Use* to accommodate a spectrum of residential, retail, office, community, and recreational uses.

## Delivering Jobs and Supporting Innovation

By 2024, Bombardier will depart the Downsview Lands. Northcrest and the City share a mutual desire to replace and grow the jobs at Downsview as quickly as possible. SASP 596 formalizes this desire: it requires the adaptive reuse of the hangars and the hangar lands for employment uses and for jobs to grow in tandem with residential development. The District Plan responds to the need to deliver jobs and support innovation with a number of strategies.

### Film Studios will accelerate the delivery of jobs

Phase A of the Future Film Studio Campus (within the North Sub-District) is proceeding as of right under the existing Secondary Plan and North York By-law. This will allow new employment uses to be introduced early, kickstarting the development within the District and the broader Downsview Lands and setting the stage for growth and synergies with related industries.



Figure 58: Communitech Hub, Kitchener

### Re-purposing the hangars to create an animated employment hub

Approximately 88,000 square metres of employment space will be created within the Hangars. By repurposing the unique structures, the hangar buildings will be made suitable for a new generation of innovative employment uses: growing sectors including life sciences, technology, and film and digital media.



Figure 59: Airbnb European Headquarters, Dublin

### Attracting diverse employers and jobs to support Mixed Use Areas

Approximately 72,000 square metres of office, retail, institution, services and hotel uses will be integrated within the Village character area. These uses will support a dynamic live-work character, and attract new businesses to the area, making employment accessible to wide variety of tenants.

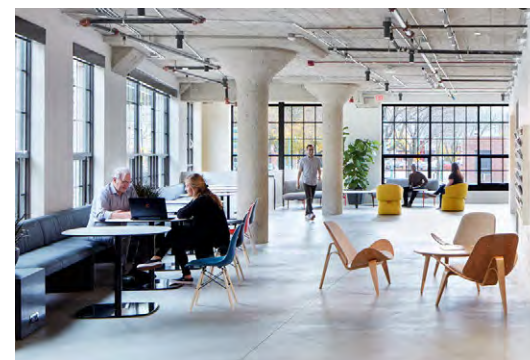


Figure 60: HGA Office, Milwaukee



Support for attracting new jobs in cutting-edge industries that build on the heritage of Downsview in aviation, research and development, and film.

**Sharing the benefits of economic growth**

The Framework Plan references a commitment to workforce development and to creating opportunities for existing local residents. Northcrest is exploring social procurement practices and workforce development initiatives, in collaboration with community residents and local representatives, that will help local and equity-deserving community members gain access to employment and prosperity, and to thrive within the District.

## Ensuring a Diverse Range of Housing Options

Toronto continues to be one of the fastest growing cities in North America and the District will accommodate thousands of new units, in a variety of forms and a range of affordability levels.

### A diverse housing mix

Housing diversity is essential to sustaining a welcoming, equitable, and socially sustainable neighbourhood. At Taxiway West, there will be homes for families, working professionals, as well as those looking to age-in-place. Ground-related townhouses, as well as low-rise and mid-scale apartments will provide a wide range of options. Unit sizes will range from studio units to 3-bedrooms, with 40% as larger (2- and 3-bedroom) units. These housing options will be situated in two distinct settings: The Village residential that is mixed with offices and other commercial uses with an active ground level in a compact urban setting; and Ancaster West where residential is surrounding a neighborhood park and is an extension of the existing Ancaster neighborhood streets.

### A mix of tenures

A mix of ownership and rental housing options, including affordable rental, will broaden housing choices, creating opportunities for a greater number and diversity of individuals to call Taxiway West home.

### Spectrum of affordability

The District will deliver affordable housing in lockstep with market housing, and will meet the affordable housing requirement set out in SASP 596. Northcrest is exploring opportunities to go above and beyond the minimum requirements, including the potential for deeper levels of affordability, units that remain affordable for longer term, and opportunities to help fill the gap in the housing spectrum such as workforce housing, and other forms of attainable housing.



Figure 61: 16 Cole Street Townhomes, Toronto



Figure 62: R-Hauz, Toronto



Figure 63: The Pennfield, Minnesota



Artistic rendering of Ancaster West

Toronto needs more residential spaces available for ownership and rental.



### Broadening the housing spectrum: workforce housing

The Framework Plan envisions supplying a wide range of housing options, tenures and typologies. In Taxiway West, innovative opportunities for workforce housing are being explored, which can provide valuable options to live and work in the same neighbourhood. Workforce housing is generally defined as non-subsidized ownership and rental housing that is affordable to households with workforce incomes.



## Supporting Community Health and Social Infrastructure

Community services and facilities strengthen the social fabric and offer places to learn, grow, and play together. The District will be completed by uses and amenities that support community wellbeing and increase access to economic opportunities: open spaces, essential services, shops and amenities, social-procurement programs, place-based workforce development, and City-owned community facilities.

### Village Park community space

The parcel adjacent to the existing Robert Leek Park has been identified for potential community uses: specifically, an integrated hub nestled into the existing community adjacent to the park. It may feature a combination of uses, such as a daycare, with community space and affordable housing units in the same building. Further discussions with the City are needed to continue to explore this possibility.

### Supporting the local community

Throughout the District, there will be spaces for community and cultural uses, as well as low-rent opportunities for not-for-profit organizations, community-based institutions and local stakeholders. Northcrest will be working with the community and the City to identify types of uses that reflect local needs and priorities. These spaces will be essential to improving access to essential services and supporting community development and will: provide essential amenities to workers and residents; create local economic development opportunities; support community health; and ensure that local priorities are reflected in the development of the District.

### Creating opportunities through procurement

Northcrest has already engaged several local goods and service providers at this early stage of District planning, and are looking forward to growing this list as the District and the wider Northcrest lands at Downsview are developed. A procurement policy that prioritizes local vendors and BIPOC-owned and led businesses; development of a workforce development program; and site activation opportunities to encourage local entrepreneurship are some of the ways that Northcrest is looking to harness local talent, to create opportunities for equity-deserving groups, and to advance and share economic opportunities with the existing community.



Figure 64: Rendering of proposed Wallace Emerson Community Centre, Toronto



Figure 65: SOS Children's Village Lavezzorio Community Centre Daycare, Chicago



Figure 66: Young people's programme at the Royal Academy, London, UK



Artistic rendering of Block I, including Village Park



### A range of community facilities and services

The Framework Plan envisions supporting communities throughout the area as they grow and to serve both local and neighbouring community members. The District propose a variety of retail, community and neighbourhood services to meet the needs of a diverse range of users and community members.

### Retail in the District

The vision for retail at the District is to create a strong sense of place for the local community, and a destination for the Greater Toronto Area. It will include a variety of services and amenities, addressing gaps in the existing market as well as community and partner feedback.

The envisioned retail program at the District will not only complement the existing retail condition along Wilson Avenue and in the broader area, it will enhance Downsview's offerings by evolving alongside the needs of current and future District workers, residents, and visitors.

The approach to retail emphasizes the curation of independent and local retailers, restaurants, service providers, community uses and pop-up retail shops. Smaller footprints will ensure spaces are open to and viable for a variety of tenants - including social enterprises and local businesses, and support a lively and distinctive urban condition.

It is important to ensure diverse, affordable spaces for smaller arts and culture organizations and local, unique retailers.



Figure 67: Urban grocery store, Toronto



Figure 68: Independent clothing store, Toronto



- Mixed Use
- Residential Use
- Open Space
- Retail
- Community/Service Use

### Spotlight on The Hub



The Hub is situated at a point of intersection between the District's transportation modes. Being sheltered, and with direct access to surface transit, the Hub will welcome those traveling to and from the GO and TTC stations. Its central location will make it a natural hop-on and hop-off point for pedestrians and cyclists.

The Hub's design will respond to diverse user needs: long-term and short-term bicycle parking; access to shared mobility services; car drop-off; wayfinding and information kiosks; washrooms and service areas; and ample indoor and outdoor seating. As a focal point, the Hub will become a destination and centre for community life. With food and shops, co-working stations, and access to technology, it will be where residents and works alike come to eat, shop, work and relax - a meeting point to start or end the day.



Figure 69: Hub concept, Plymouth



Figure 70: Co-working space, Hochdorf, Switzerland



Figure 71: Cafe and seating space, New York City

### 4.4.4 Built Form and Design

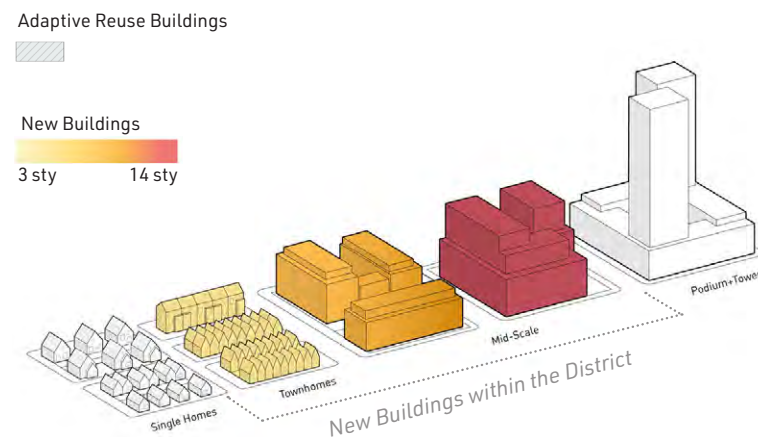
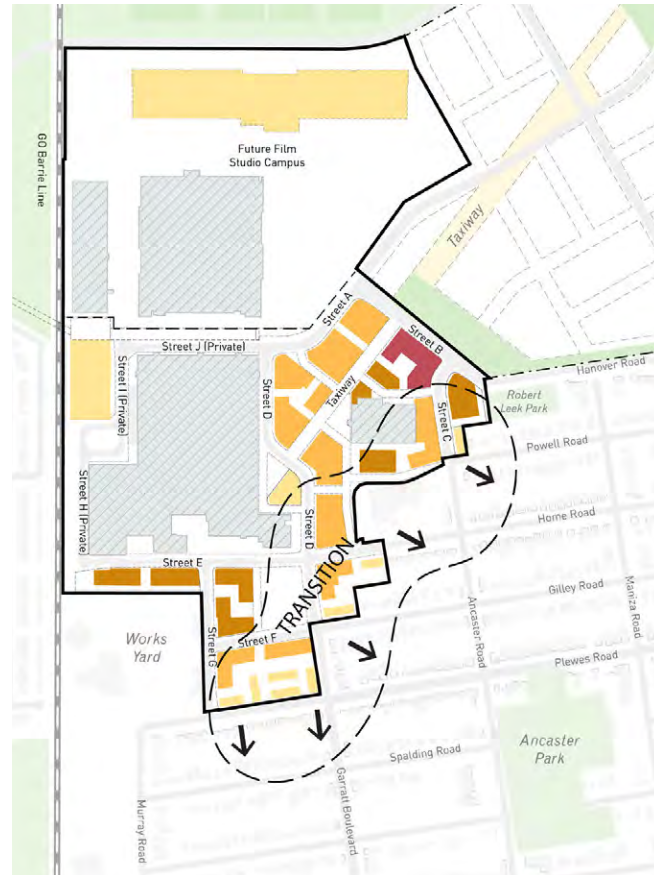
Taxiway West will be a predominantly mid-scaled District with a total density of 1.2 FSI. The District will prioritize the adaptive reuse of hangar buildings, and sensitively integrate new buildings by implementing built-form transitions.

The majority of new mid-scale buildings will be between 6 and 12 storeys in height. Areas adjacent to existing neighbourhoods will be lower in scale. Taller buildings (up to 14 storeys) will be located in strategic locations. This built form strategy serves numerous purposes:

- The design and scale of new buildings will reinforce and **complement the scale of adaptive reuse buildings**.
- Buildings will maintain a **comfortable pedestrian scale** and help create a **suitable microclimate for year-round activity** on District streets and open spaces.
- Massing will provide a **gradual transition** to the surrounding low-rise neighbourhood.
- Built form will **promote sustainability and resilience**.

With a mid-scale district with no tall buildings to emphasize a skyline, the built form focuses on creating an experience of changing and shifting urban fabric as one moves across the District, with short streets and vistas. Buildings place emphasis on framing and animating the ground floor.

This overarching approach to built form will draw a critical mass of workers and residents to the area to support a thriving urban environment, while achieving a comfortable microclimate within the public realm throughout the year.



Provide transition to the existing neighbourhoods, particularly the Ancaster community.



Figure 72: BT Modern Towns Bayview Village, Toronto

#### Townhouse & Low-rise (up to 4 storeys)

Low-rise developments, such as stacked, back-to-back townhomes, low-rise apartments, and other forms of missing middle housing are focused on the southern edges of Ancaster West. Heights will be organized to transition in scale from the adjacent Ancaster neighbourhood, and allow a degree of built form variation in the District.



Figure 73: Shapiro Residences, Washington DC

#### Mid-scale (5 to 14 storeys)

New development in the District will be predominately mid-scale, in order to establish a comfortable pedestrian scale, and to deliver a critical mass of density. While mid-scale buildings are presented as a range of 5 to 14 storeys, most buildings will be at 5 to 12 storeys. Although new development should meet the intent of the Toronto Mid-Rise Building Guidelines, variations from these performance standards should be considered to promote design excellence, and support advancements in building performance and alignment with passive building principles (such as achieving a low floor-to-wall ratio for energy efficiency).

#### Mix of Old & New

The integration of large refurbished hangar buildings with new low- and mid-scale buildings allows for the unique character of the District that marries industrial heritage and its supersized elements with a granular urban environment.



Figure 74: Distillery District, Toronto



## Spotlight on Thermal Comfort

Buildings within the District play an important role in creating comfortable pedestrian environments on streets and in the wider public realm. At the current district planning stage, conceptual massing has been developed, and tested to advance microclimate comfort.

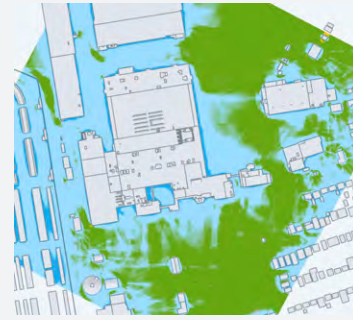
The District and the broader Downsview Lands are located at a high elevation and prevailing north-west winds are strong. Illustrations of existing wind speeds show that most of the District is comfortable for standing or strolling in the summer and walking in the winter; however, very limited areas exist with appropriate conditions for sitting and there are vast open areas with unimpeded wind flow.

As a result of the District's street and block pattern and the built form, wind conditions across the District will be improved. Mid-scaled buildings will mitigate uncomfortable wind speeds. The District's unconventional street and block pattern, organized along the diagonal Taxiway perpendicularly to the prevailing north-west winds with short, non-continuous lanes, provide the added benefits of slowing down wind speeds and reducing wind corridors. Landscape and planting will further improve pedestrian-level wind conditions.

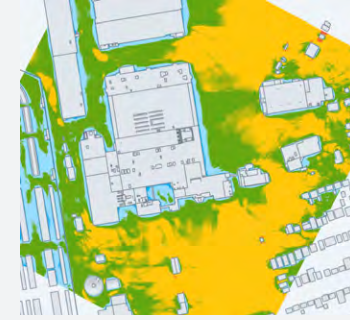
Open spaces will be comfortable for sitting or standing in the summer, and comfortable for standing or strolling in winter. Sidewalks will be comfortable for walking or better year-round. The Taxiway in particular, which is framed by active uses with the potential for spill-out spaces, is comfortable for strolling and lingering all year round, with areas that are ideal for sitting in summer.

### Existing Pedestrian Wind Conditions

Summer



Winter



### Proposed Pedestrian Wind Conditions

Summer



Winter



**SITTING** **STANDING** **STROLLING** **WALKING** **UNCOMFORTABLE**

## Thermal Comfort Analysis

Beyond wind speeds, it is important to consider thermal comfort comprehensively: taking into account solar access, weather and humidity.

The District Plan's thermal comfort testing focused on the South Sub-District, where most new buildings will be added, and found that the District is comfortably cool throughout the spring and autumn, comfortable in the summer, and cool in the winter. No areas are too cold, or too warm.

To address seasonal variation, potential mitigation measures to improve thermal comfort within the public realm, especially in colder months, will be explored at the site plan stage.

The following are examples of some of the thermal comfort analysis undertaken as part of the district planning process.

Spring



Summer



Autumn



Winter



## Adaptive Reuse

The District's recent history of aerospace innovation has left a mark: today, large portions of the District have existing built structures, made up of a distinct collection of hangar buildings and offices which were components of the Bombardier manufacturing operations. The District will retain and reuse the legacy structures, including:

- The "South Hangars" (including the Administration Building, Bays 1-6, south half of Bay 11, and the Superstore): to be transformed into a modern employment hub;
- The "North Hangars" (Bays 7-10 and the north half of Bay 11): to accommodate the future expansion (Phase B) of the Film Studio Campus; and
- Bay 12 (original portions): as a centre for employment, cultural, and/or entertainment uses.

Over time, numerous additions and modifications to these structures have taken place, as manufacturing operations grew and evolved. Therefore, the District's adaptive reuse strategy includes not only the retention and alteration of structures where possible, but also restoring original structures and building elements to highlight their historical character.

As most of these structures were built for airplane related manufacturing and assembly, alterations will be needed to create functional human-scaled spaces that can accommodate new uses, and to upgrade building elements to contemporary standards. In particular the hangar doors located along the east side of Street D will be designed to purposefully blur the division between indoor and outdoor space.

Adaptive reuse of these buildings will serve not only as a reminder of Downsvew's contribution to aviation advancement, but also support the District's sustainability ambitions. Extending the buildings' life cycle by retrofitting the hangars, will support reduced embodied carbon and modernizing the structures will also result in reduced energy use and cost.

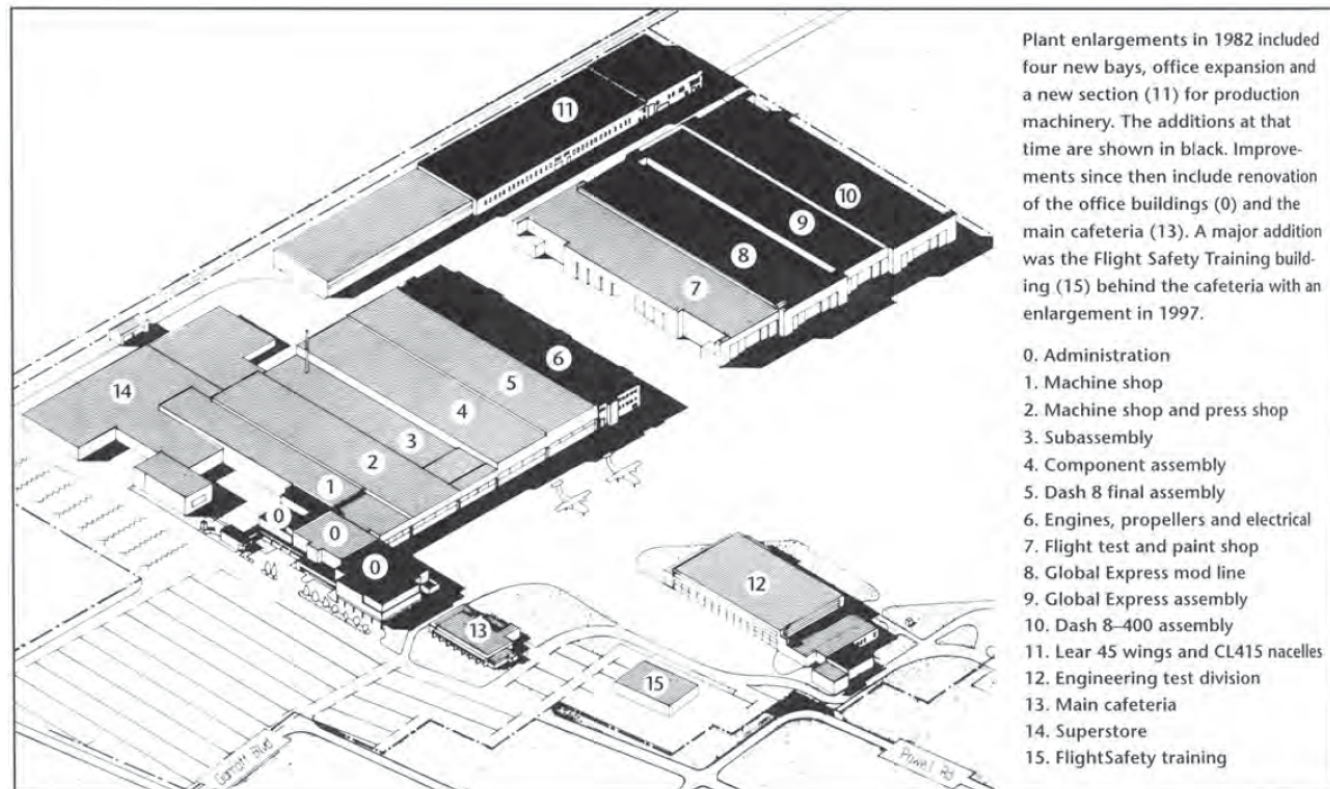


Figure 75: Description of plant enlargements in 1982 at de Havilland



Figure 78: Brooklyn Navy Yard - New Lab

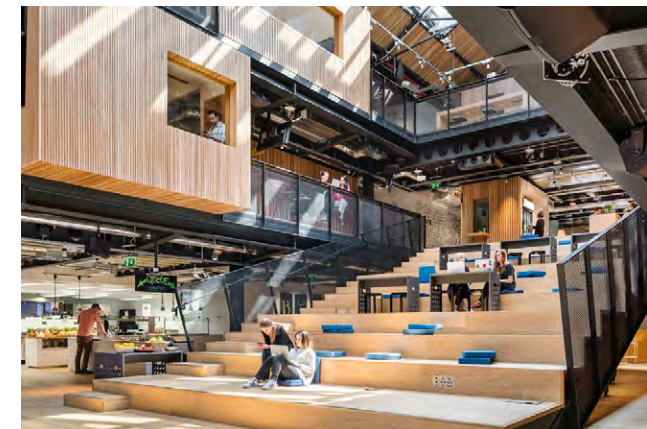


Figure 76: Airbnb Headquarters in Dublin warehouse

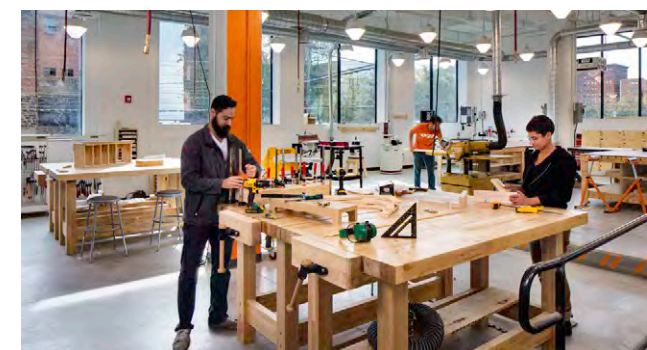


Figure 77: Open Works, Baltimore

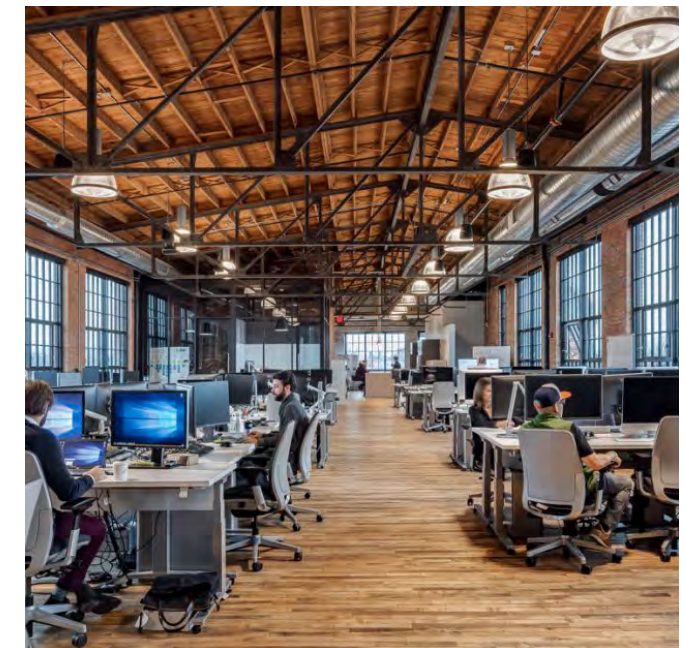
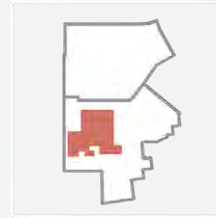


Figure 79: Factory at Corktown, Michigan

## Spotlight on South Hangars: A Thriving Employment Hub



The expansive space within the hangars will be subdivided to accommodate a range of employment tenants including light industrial uses, maker spaces, and office users which have varying spatial requirements. One of the hangar bays will be reimagined as a central Atrium, retaining the original floor to ceiling height of the bay. The Atrium will provide a weather protected open space lined with retail uses, functioning as a central hall that welcome the workers and the wider public, as described in [Section 4.2 - Open Spaces and Places](#).

The large hangar doors and their overhead opening mechanism are key character elements that will be retained and celebrated. Adding glazing on the lower portions of the doors will animate the public realm along Street D. Opening the hangar doors will blur the boundaries between the inside and the outside.



Figure 80: Existing hangar bays 1-3



Figure 81: Centre for Novel Therapeutics, La Jolla



Artistic rendering of hangar doors: existing (above) and reimagined (below)

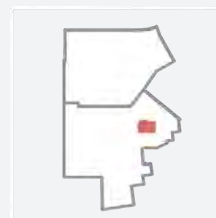


Artistic Rendering of the Atrium



Artistic Rendering of the Atrium

## Spotlight on Bay 12: A New Centre for Events



Bay 12 will be reimagined as a place for a variety of cultural and entertainment uses, such as a theatre venue and conference centre, together with residential and hotel uses.

Bay 12 was originally built in early 1950s, and was used to support testing of airplanes. Several additions and extensions have been added to the building since.

To support new uses, non-original portion of the building to the east will be replaced with a new mixed-use building and a new public street which extends Ancaster Road (Street C).



Figure 82: Existing Bay 12 building



Artistic Rendering of Bay 12

## Film Studio Wall Interface

The interface between the North and South Sub-District will require privacy screening (along the north edge of Street A and the Downsview Park Bridge), due to the nature of activities anticipated in the Film Studio Campus.

A number of potential screening measures will be considered to prevent overlook into the Film Studio

Campus using landscaping and attractive screening strategies. They will provide opportunities to incorporate artistic murals or art installations and structures that can be used to create visual interest and provide privacy, security and better integration with the adjacent public realm.



Figure 83: MFO Park, Zurich



Artistic Rendering of Film Campus entrance



Figure 84: Green wall construction screening on Omotesando Road, Tokyo



Figure 85: Fire in My Soul Mural, Colorado

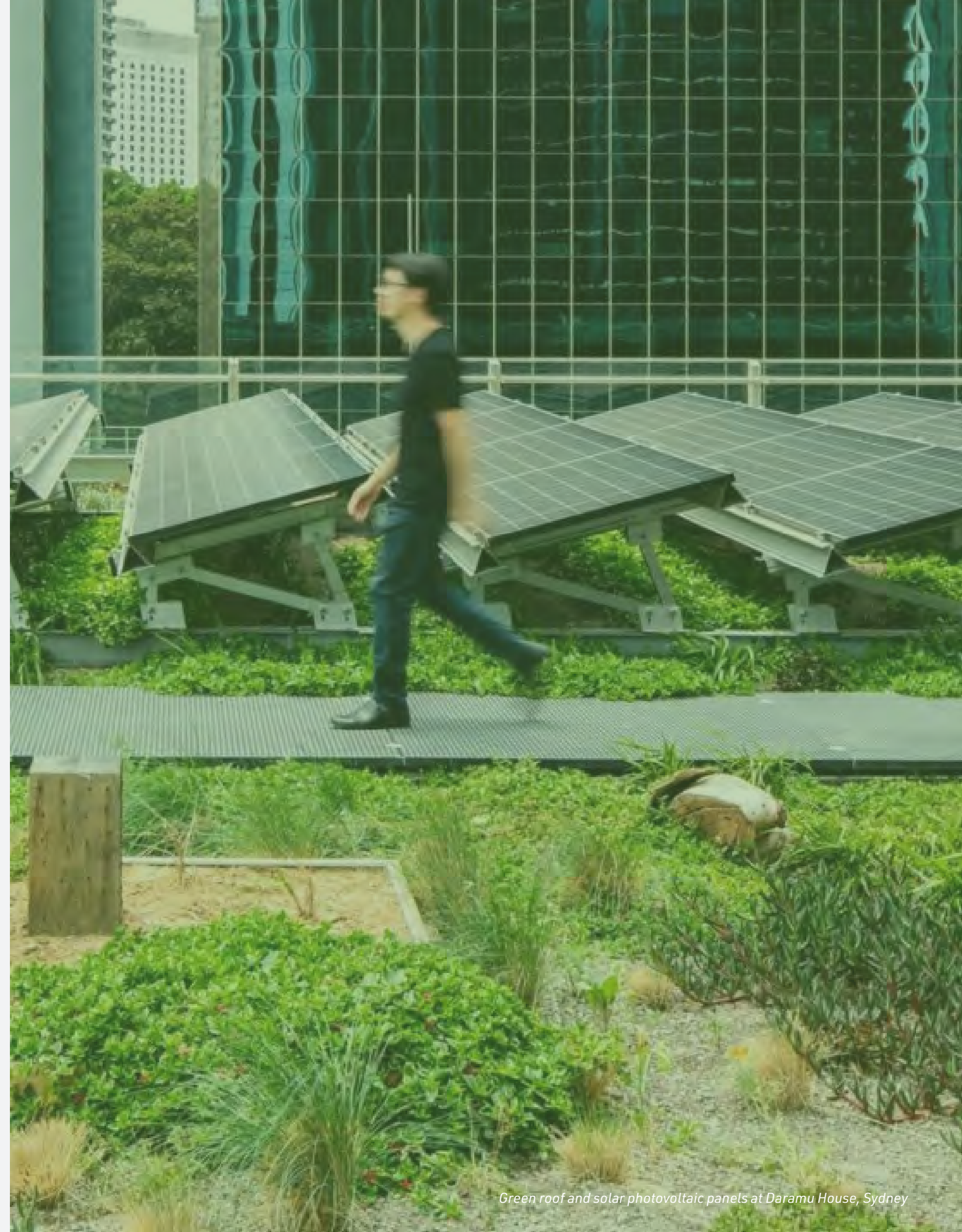


## 4.5

# Urban Systems

An innovative urban systems strategy within the South Sub-District accommodates growth, while also advancing sustainability and resilience ambitions. These strategies relate to integrating nature, stormwater management and servicing, energy, digital infrastructure, and parking and loading. The approach to infrastructure in the North Sub-District requires a tailored approach to recognize the specific requirements of the Film Studio use. The North Sub-District can generally be supported by existing infrastructure capacity, and is being reviewed through separate approvals processes.

This chapter focuses on the approach to urban systems in the South Sub-District.



## A Holistic Approach to Infrastructure Design

The South Sub-District's urban systems will combine natural and built systems to advance sustainability, resilience and community well-being. Every element of the urban systems (illustrated below) is designed in concert with one another to maximize efficiency and minimize energy and carbon consumption.

### City Nature

The South Sub-District is designed to cultivate City Nature. See Section 4.5.1 for an overview of how the Framework Plan's ambition of cultivating City Nature has informed the District Plan.

### Stormwater Management

Blue-green infrastructure is embedded within open spaces and rights-of-ways, to support an integrated and decentralized approach to stormwater management. See Section 4.5.2 for an overview of the District's stormwater management strategy.

### Servicing

Water and sanitary servicing will leverage existing capacity in the municipal network, with new infrastructure to serve the development within the South Sub-District. See Section 4.5.3 for the District's servicing strategy.



### Energy

Solutions to minimize carbon production and emissions are incorporated through the use of more sustainable energy sources. See Section 4.5.4 for more information.

### Digital Infrastructure

Digital innovations will be embedded to respond to the needs of residents, workers and visitors, and support the modern employment hub being created within the District. See Section 4.5.5 for an overview of how investments in digital infrastructure will improve quality of life within the District.

### Parking & Loading

Development will be supported by parking and loading facilities, consolidated where appropriate to limit the impact on public street life and improve efficiency. See Section 4.5.6 for more information.

## 4.5.1 City Nature

City Nature refers to the idea of combining the built and natural environment to deliver multiple benefits, including the ability to facilitate active mobility, integrate stormwater management, create placekeeping opportunities, contribute to comfortable microclimate conditions, and support biodiversity.

Integrating blue-green infrastructure (BGI) into the street and open space network is a major component of the District Plan's and Framework Plan's ambitions of cultivating City Nature.

Green infrastructure can be simply understood as vegetation (such as green and open spaces), while blue infrastructure refers to hydrological and water features. Naturally, water plays an important role supporting plant life; integrating these considerations is therefore essential to reframing water not as a challenge to be managed, but as a resource that can contribute to the quality and function of the open space network.

Recognizing water as a resource and prioritizing BGI solutions within the South Sub-District advances several important sustainability objectives:

- An emphasis on green infrastructure such as bioswales for stormwater management, as opposed to the use of pipes or stormwater retention ponds, results in a net increase in green spaces.
- Nature-based infrastructure provides a low-carbon approach to water filtration and management. For example, nature-based BGI solutions can act as carbon offsets, whereas new pipes inherently come with embodied carbon.
- Paired with a strategy that prioritizes indigenous and adaptive species, green infrastructure can contribute to improved biodiversity and habitat health.
- Integrating landscaped and water features across the public realm will result in a more comfortable microclimate, mitigating urban heat island effects which are becoming increasingly relevant as a result of climate change, and contributing to vibrancy and animation of the public realm.



Figure 86: First Avenue Water Plaza, New York City



Figure 87: Boston Seaport



Figure 88: Stanley Greene Park, Toronto



### Cultivating City Nature

The Framework Plan introduced the concept of City Nature: an environment that welcomes both the urban and natural. Taking inspiration from Downsview Park as an anchor, creating green corridors through the District and the wider Framework Plan area can deliver diverse environmental, social and economic benefits.





Figure 89: Sankt Kjelds Square, Copenhagen



Figure 90: Xuhui Runway Park, Shanghai

## 4.5.2 Stormwater Management

### Stormwater Management

Underpinning the proposed stormwater management strategy is the integration of Blue-Green Infrastructure (BGI), which delivers multiple benefits: helping maintain the natural hydrological cycle; reducing the extent and oversizing of typical stormwater infrastructure solutions and the related amount of embodied carbon; creating amenities; mitigating or reducing flooding risks; and providing an overall improvement in stormwater management and environmental conditions.

A holistic stormwater management system is proposed, where development parcels, public streets, parks and open spaces all contribute to the retention, filtration, infiltration, release and storage of stormwater. Designing streets, parks and open spaces as functional components of the stormwater management system also optimizes land and creates more opportunities for open spaces to serve multiple functions - a key component of the aforementioned City Nature vision.

Key design features of the stormwater management system include:

- A grading strategy that maintains the existing drainage patterns, while eliminating a number of existing low points to reduce flooding risks to adjacent areas, and protect existing and proposed buildings for up to a 100-year storm event;
- Integration of BGI in municipal streets to support water quality and water balance control;
- Designing private development blocks and private streets to embed BGI and manage water at source; and
- Including an intentionally designed floodable space in Garratt Blvd Park, where excess run-off can be directed to during extreme storm events to provide flooding relief in other areas, but can serve as a multi-purpose recreational space at all other times.

This strategy aligns with the principles and objectives of the stormwater management strategy for the wider Framework Plan Area, and aligns with the City of Toronto’s new Green Infrastructure standards. It also meets and exceeds the City’s Wet Weather Flow Management Guidelines (WWFMG) for water balance, quality, quantity and conveyance, and will result in significant drainage improvements compared to existing conditions.

In terms of water balance and quality, the proposed strategy will result in achieving a minimum of 5 mm retention design target. Further, the strategy aspires to exceed the design target and provide higher retention amount of 25mm and enhanced water quality through maximizing BGI and Low-Impact Developments whenever possible.

The proposed strategy also meets water quantity targets, and achieves permanent erosion control of 25mm detention on site for a minimum of 24 hours.



Figure 93: Floodable multi-use court in Enghave Climate Park, Copenhagen

There is an existing issue with water run-off into the Ancaster Neighbourhood caused by large impervious areas and parking lots. Run-off into existing neighbourhood should be minimized from new development.



Figure 91: Vastra Hamnen, Malmö



Figure 92: Green Street, Sheffield

### Weaving Blue-Green Infrastructure

The Framework Plan seeks to incorporate Blue-Green infrastructure throughout the site, so that blue (water) and green (open spaces) networks are fully integrated. The District Plan further articulates this vision, with an open space network that integrates all element of the public realm towards the purpose of advancing resilience.



## 4.5.3 Servicing

### Water Servicing

New development within the South Sub-District will meet Tier 2 of the Toronto Green Standard (TGS) Version 4 as part of the overall sustainability strategy. As it relates to servicing, this commitment translates to a 40% reduction in potable water consumption through various block and building-level demand reduction strategies.

Future municipal rights-of-way will be serviced by new watermains, which form connections to the existing network on Garratt Boulevard, Powell Road, and Home Road. All municipal roads will have appropriately spaced fire hydrants for fire protection per applicable City design criteria. Development blocks fronting onto public streets will be serviced directly by the new municipal watermains.

Blocks facing private streets, such as the Taxiway, will be serviced by private watermains that connect into the new municipal system.

All development blocks will be responsible for water infrastructure internal to the block boundary, subject to approval through the Site Plan Application process.

### Sanitary Servicing

The sanitary servicing strategy generally maintains the existing sanitary flow patterns and utilizes existing sanitary capacity in adjacent municipal networks to support the development in the District.

Majority of the South Sub-District will discharge to the existing outfall to the Stanley Greene neighbourhood to the west. Development within the eastern portion will be directed to the existing outfall at Powell Road.

New sanitary sewers are required within the proposed municipal streets to service the proposed development blocks. The new sewers will follow applicable City design criteria.

The District's commitment to a 40% reduction in potable water consumption is expected to reduce the overall sanitary discharge.



Figure 94: Hammarby Sjöstad, Stockholm

## 4.5.4 Energy

Since the District will develop incrementally in phases, it is recognized that energy standards and innovations will evolve over time. At a minimum, all new buildings in the South Sub-District will strive to achieve Tier 2 of the TGS Version 4, including greenhouse gas emissions targets and building energy performance.

To support this goal, one of the primary strategies for new construction will be to rely on electric energy supply for heating and cooling (i.e. no direct combustion of fossil fuels), and help reduce greenhouse gas emissions.

Further innovations are being considered to support City of Toronto's Climate Change Action Plan, including:

- Mandating **higher tiers of building level energy, carbon and thermal demand performance**, in particular by emphasizing passive design features (building orientation, air sealing, insulation, natural ventilation);
- Exploring **low-carbon technologies and processes**, including opportunities for **geothermal energy, battery storage, and district energy**; and

- Considering **renewable energy** potential, such as roof top solar photovoltaic panels, as more detailed built form design progresses.

Look for ways to promote sustainable development and minimize carbon footprint.



Figure 95: Royal Seaport, Stockholm



### Towards a Low-Carbon Future

The Framework Plan summarizes various measures and techniques to minimize carbon production and emissions throughout the area - including green infrastructure, passive design, low-carbon energy sources, achieving green building targets, and minimizing embodied carbon in building materials. The District Plan strives to incorporate all of these solutions, and represents further commitment to monitoring and tracking emissions, in order to better understand how to further reduce the environmental impact of development.

## 4.5.5 Digital Infrastructure

The District will embed a digital infrastructure strategy, with the goal of generating positive outcomes for communities and the climate. This is well-aligned with the recently released City of Toronto Digital Infrastructure Strategic Framework (“DISF”, 2022), which outlines the vision for Toronto as a Digitally Connected Community. The DISF defines digital infrastructure as “all technology assets that create, exchange or use data or information in a digital form as a part of their operation, as well as all data collected or used by the aforementioned technology assets”, examples of which can include physical devices such as kiosks, sensors and broadband networks, as well as non-physical software systems and data.

By focusing on the needs of the residents, businesses and institutions, digital innovations will be carefully selected and implemented such that they unlock options by providing reliable, high-performing, and integrated services. In line with the vision for the overall Downsview Lands, digital innovations will enable more equitable, inclusive, sustainable and connected communities to thrive within the District.



Figure 96: Digital signage

### Unlocking Options for People and Businesses

At the heart of the digital strategy for Taxiway West is the goal of using technology to improve accessibility, convenience and overall quality of life for future residents, workers and visitors. Some digital technologies will stretch across the entire district and will seek to provide people with easily available, high-powered connectivity that is seamlessly integrated with the public realm. These technologies will have the scale and potential to enable and sustain a more equitable and inclusive community by being flexible and responsive to a diverse set of needs. Others will build on this enabling digital infrastructure to further improve the lives of residents and their everyday interaction with the District.

These technologies will be selected and designed with two critical principles in mind:

1. Whether they are improving experiences and outcomes for people; and
2. Whether they ensure transparency and accountability.



Figure 97: Smart Pole

### Enabling Sustainability and Resiliency

A key benefit of digital infrastructure, especially at the community scale, is that it can enhance traditional infrastructure systems to be more efficient and resilient. From traffic operations to energy grids, connected digital infrastructure can help identify opportunities for more efficient operation of infrastructure such as roads, pipes and light poles. In addition to efficiency, connected digital infrastructure provides unique opportunities to design and operate a more sustainable and resilient district, while allowing local infrastructure to be more adaptable and flexible in the face of a changing climate.

### A Collaborative Approach

The overarching approach to planning for digital infrastructure is centered on collaboration. This will be achieved first through engagement with local communities and stakeholder groups to learn, identify, and explore needs and opportunities. The strategy will also look to align with the City of Toronto’s DISF. Furthermore, partnerships with leading local agencies and groups in the innovation community will also be explored in planning and implementation.

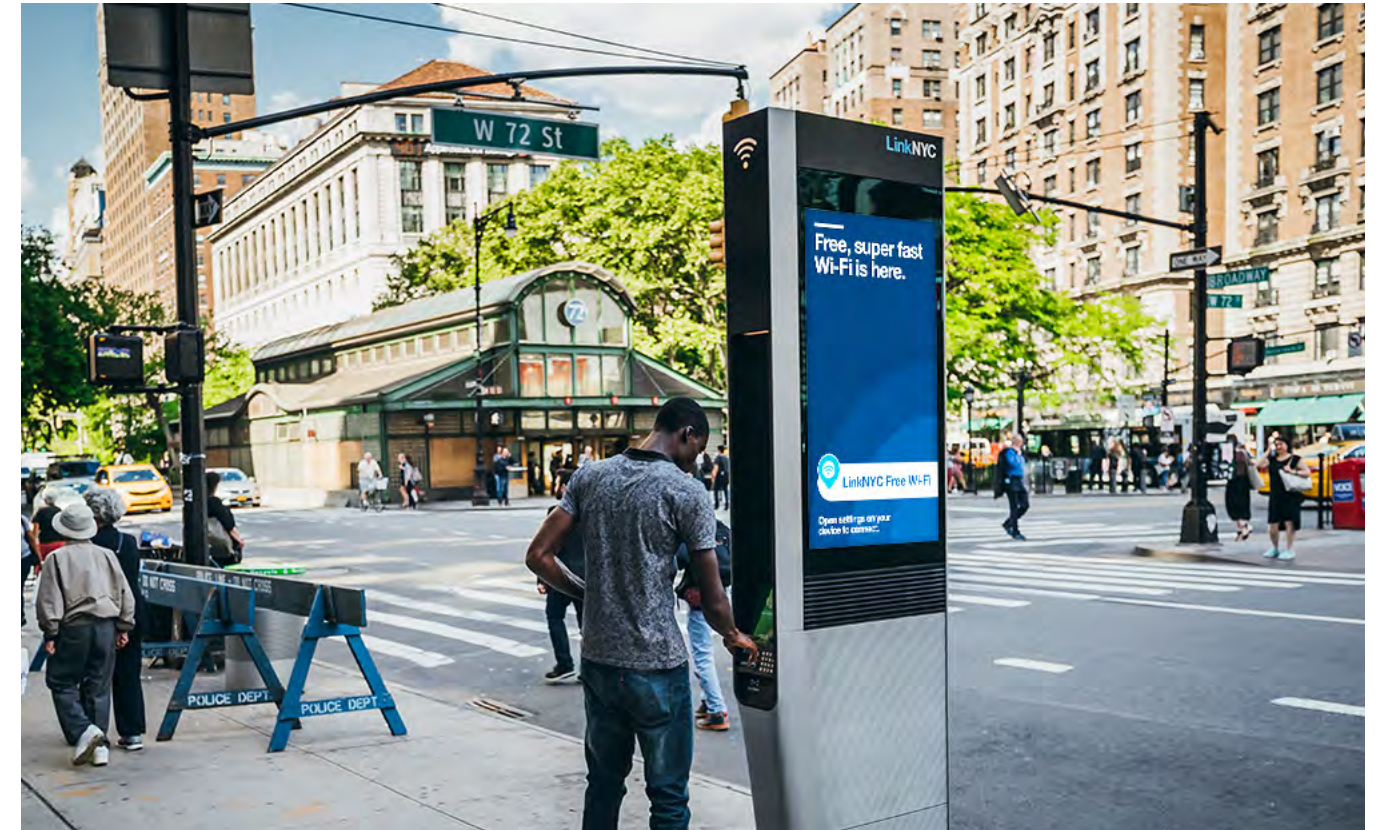


Figure 98: Public Wifi, New York City

## 4.5.6 Parking & Loading

### Automobile Parking

The Framework Plan established a future-forward approach to parking. Underscoring this approach is an understanding that parking provision can be used to reduce vehicle travel demand. As the first district to advance within the broader Framework Plan area, the provision of parking within the South Sub-District is also guided by the objective of utilizing parking as a necessary, however limited, resource to reduce vehicle travel demands.

The parking strategy that is able to respond today's demand, but evolve in response to future travel behaviour. It includes the following features:

- **Reduced parking supply standards** that reflect contemporary need, while also considering future reductions.
- **Transitional parking** to discourage overbuilding while enabling flexibility.

- An **above-grade multi-level parking structure** located next to the rail corridor servicing primarily the employment uses within the hangars, designed in a way that allows the structure to be adaptively re-used or redeveloped over time.
- A **coordinated approach to parking tenure and management** throughout the District.
- **Electric vehicle (EV) infrastructure** to help facilitate a transition to electric vehicles, such as energized outlets to enable EV charging.

Parking needs associated with the North Sub-District are considered separately, responding to the specific needs of the film studio, balancing parking and back lot filming needs. Surface parking lots may be used for future studio development if demand for parking decreases overtime.

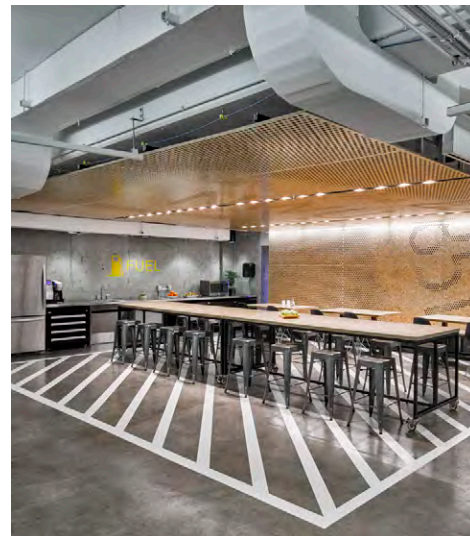


Figure 99: Previous parking garage converted into classroom space at Northwestern University, Evanston



Figure 100: Asheville Regional Airport New Parking Garage, Asheville

### Support for Cycling

The South Sub-District takes a proactive approach to cycling. It includes investments in bicycle parking and other supporting infrastructure to encourage and support cycling.

Bicycle parking will be provided within employment, residential and mixed use buildings. There will also be centralized bicycle parking facilities, including the Hub and the above-grade parking structure /summit of the Downsview Park Bridge. These facilities have been strategically located to provide convenient access to important destinations, and will also include maintenance and repair stations.

To improve the accessibility of cycling to all residents, workers and visitors, bicycle sharing will also be provided.



Figure 101: Velotique Bike Shop, Toronto

### Loading

Loading and servicing in the South Sub-District is proposed to maximize sharing between buildings and blocks whenever possible in order to minimize impacts on the public realm, and to ensure pedestrian safety.

Loading areas will be located and designed to be accessed primarily from private laneways. For the hangars, loading will primarily be facilitated off of private streets, and through an internal loading area in the south portion of the hangars.



Artistic rendering of a laneway showing parking and loading access



SECTION 5

# Implementation



## 5.1 Concurrent Planning Processes

The Taxiway West District is governed by a hierarchy of planning policies and documents, which are currently evolving to reflect the future vision for the Downsview Framework Plan Area.



### Current Secondary Plan Framework: 2011 Downsview Area Secondary Plan and SASP 596

The current in-force policy for the District and the broader Downsview Area is the **2011 Downsview Area Secondary Plan (2011 DASP)**. The **2011 DASP** is predicated on the continued operation of the aviation-related employment and the runway.

With the relocation of Bombardier’s manufacturing operations to the Pearson airport and the decommissioning of the runway, there is acknowledgment that the policy framework is out of date and needs to evolve to allow for new uses and development. The City of Toronto adopted, and the Ontario Land Tribunal (formerly Local Planning Appeal Tribunal) approved **Site and Area Specific Policy 596 (SASP 596)**, which outlines the City’s priorities for the Downsview area as it begins updating the Downsview Area Secondary Plan.

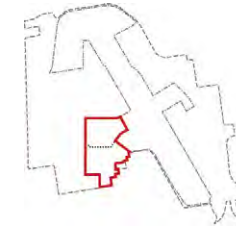
SASP 596 emphasizes the importance of sustaining long-term employment uses, developing complete communities with transit-oriented densities, and providing for an integrated and expanded public open space network.



### Future Secondary Plan Framework: New Secondary Plan

In 2019, Canada Lands and Northcrest launched the 1.5-year long “id8 Downsview” process, to develop a vision for the lands and ensure that future development aligns with community priorities and aspirations. As a result of this process, the Downsview Framework Plan and a proposed implementing Official Plan Amendment (OPA) were submitted to the City of Toronto by Northcrest and Canada Lands, to propose a new vision and development framework for the area.

In January 2022, the City of Toronto launched the “Update Downsview” process, which use the Framework Plan and OPA as inputs into the preparation of a amended Downsview Secondary Plan for the broader area. The **revised Secondary Plan for Downsview** will establish a broad vision, articulated through high level structuring elements and policy objectives for the area at large. **District Plans** will then come forward incrementally to ensure thoughtful development and to implement this overarching vision.



### District Planning: Implementing the Emerging Planning Framework

While several district plans have been advanced through various stages of completion under the 2011 DASP (Stanley Greene, William Baker, and Allen East), Taxiway West is the first of the newly proposed districts to advance to the District Planning stage under the Framework Plan vision. It represents a key opportunity to bring significant employment to the area early on, encourage more complete neighbourhood connections, and create new sustainable communities.

This District Plan is being submitted at this time, while the City, Northcrest and Canada Lands continue to work collaboratively to develop the new DASP in parallel. Both processes will be aligned, each informing the evolution of the other. Through this process, the District Plan presents more detailed thinking, and these details and refinements add clarity to the forthcoming DASP and affirm the feasibility of its directions. It is acknowledged that District Plans are not statutory documents and will be implemented through **additional municipal planning approvals (Plan of Subdivision, rezoning, Site Plan Control, and District-level infrastructure investments)** which will conform to the future DASP.



### Planning Applications

The North Sub-District, and its vision for a film studio campus, is able to advance under existing planning permissions, as the proposed uses and form of development conform with the 2011 DASP and existing North York Zoning By-law 7625. A Site Plan application for the first phase of the Future Film Studio Campus (Phase A) was submitted to the City of Toronto in October 2021. A Site Plan application will be filed for the Phase B expansion at a later date. In the event that the planned use for the Phase B changes in time, or the whole North Sub-District changes in use, it will be required to undergo a planning approvals process to ensure integration with the surrounding areas.

The South Sub-District is being planned for a variety of uses and building forms, and will undergo a Zoning By-law Amendment (ZBA), Draft Plan of Subdivision (DPS), and eventual Site Plan Approval application processes. A combined ZBA and DPS application is being filed concurrently with this District Plan. Community consultation has been ongoing during the District Planning Process, and will continue after the application has been filed. [See Section 2 - What We Heard for a summary of feedback received through community engagement to date.](#)

# 5.2 Phasing

Taxiway West will be implemented in multiple phases. As a whole, implementation of the District is being coordinated with the broader incremental phasing for the Framework Plan Area.

## Framework Plan Phasing Principles

Development in the 520-acre Framework Plan Area is anticipated take over 30 years to fully complete. Three broad phases of development are set out, each associated with approximately a decade of growth. The following principles guide the overall phasing plan:

- Transit and/or job-focused Districts, such as the Taxiway West District, will develop first.
- Infrastructure will be built as necessary to enable the development of a specific District, or set of Districts.
- Existing infrastructure capacity will be used first. New infrastructure will be leveraged to the greatest extent possible before additional infrastructure is constructed.
- Development will be phased to create critical mass early on and achieve the complete community vision as quickly as possible.
- All Districts will require additional municipal planning approvals such as Plan of Subdivision, Rezoning, and District-level infrastructure investments. As-of-right projects that advance key public policy goals (such as the Film Studio Campus in the North Sub-District) could proceed in advance of District planning approvals.
- Multiple District approval processes can be underway at the same time.

## Framework Plan Area Phasing

Based on these principles, the Framework Plan Area is envisioned to develop in three broad phases, with more detailed sub-phases within each phase.

- Phase 1 (2025 - 2031): Includes the Taxiway West District, as well as the Downsview West and Wilson Districts. In addition to completing these first three Districts, Phase 1 is anticipated to include construction of the Northern Street, an interim condition for the Billy Bishop Extension and part of the eastern outlet of Downsview Park Boulevard to Allen Road.
- Phase 2 (2031-2041): Includes the Downsview East, Runway West, Runway Central and Allen West Districts. The Downsview Park Boulevard Extension and the Billy Bishop Extension will also be constructed in their final configuration.
- Phase 3 (2041-2051): Includes the remaining Districts and completion of the Dufferin Avenue Extension.

Within each Phase, a number of Sub-Phases have been identified to support a more detailed level of planning and implementation. Within Phase 1, the Taxiway West District is identified as being part of Sub-Phase 1.1, which is anticipated to be complete by 2028. A detailed overview of Taxiway West District’s internal phasing, as well as the Framework Plan Sub-Phase 1.1 is provided on the following pages.

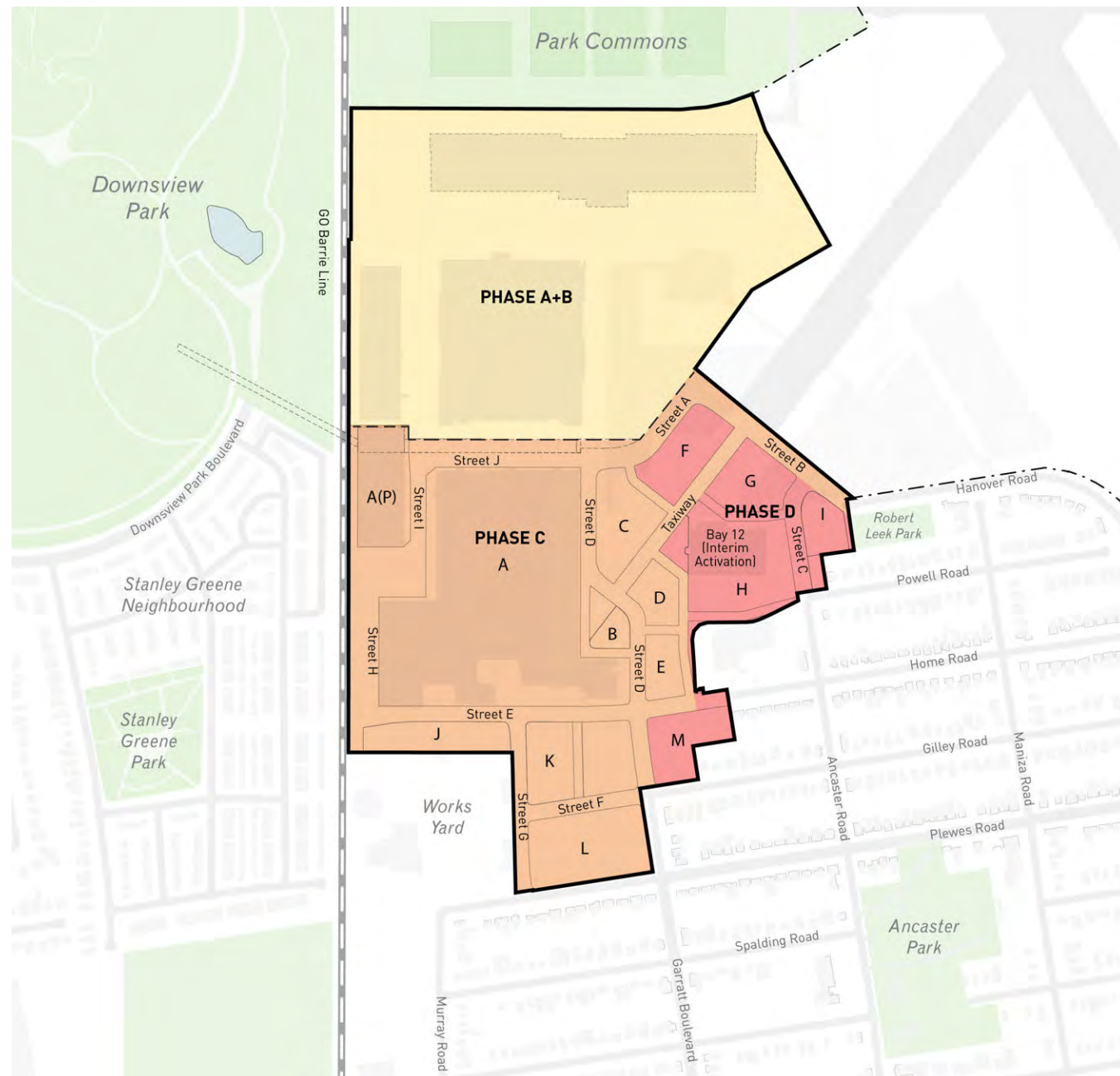


\*Phasing details and timelines are subject to change, and are part of the Downsview Secondary Plan process.

## Taxiway West District Conceptual Phasing

As part of Sub-Phase 1.1 development of the overall Framework Plan Area, conceptual phasing has been developed for the Taxiway West District, consisting of four phases: Phases A, B, C and D.

This conceptual phasing is preliminary, and may change over time based on additional due diligence, market conditions, and potential opportunities to accommodate employment uses earlier.



### Phases A and B (North Sub-District)

Phases A and B relate to the Future Film Studio Campus. Phases A and B will be serviced by existing infrastructure and servicing connections, as well as leveraging existing private and interim roads.

### Phase C

Phase C includes the Hangars character area, and a portion of the Village and Ancaster West character areas, including Blocks A, A(P), B, C, D, E, J, K and L, and Streets A, B, D, E, F, G, H, I and J.

The objective of Phase C is to build on the emerging employment activity in the Future Film Studio Campus and generate significant new employment within the Hangars. At the same time, Phase C will facilitate new residential and additional commercial and retail uses to foster a live-work community. Key elements of the vision for animation of the District are also planned for Phase C in order to bring the District to life, including:

- Parks and open spaces including Garratt Blvd Park, Central Square, Rail Park, Rail Square, the Courtyard and Hangar Court, built in tandem with new development. Downsview Park Bridge and Studio Gate Park will also be delivered in this phase, creating an important connection over the rail line.
- Construction of the Taxiway, as well as the creation of the Atrium within the Hangars, will create focal points for activities in the District that can evolve as Phase D is built out.
- The existing Bay 12 building on Block H will be used in an interim condition as a space for events to animate the District and the Taxiway in the early stages.
- The majority of the municipal streets in the District (Streets A, B, D, E, F and G) as well as many of the private streets (H, I and J) will be built, in addition to the laneways internal to the development blocks in Phase C.
- Municipal servicing for the Taxiway West District relies on connections to existing infrastructure to the west and southeast of the District, and will not

require servicing to be constructed through the broader Framework Plan Area during this Phase.

- Interim private shuttle service will offer access for new residents and employees to nearby TTC transit stations.
- During this time, undeveloped portions of this district will be used for surface parking, site activation, and/or construction staging. This will support the evolving employment uses in the Hangars, event programming in Bay 12, and other interim uses in the District.

### Phase D

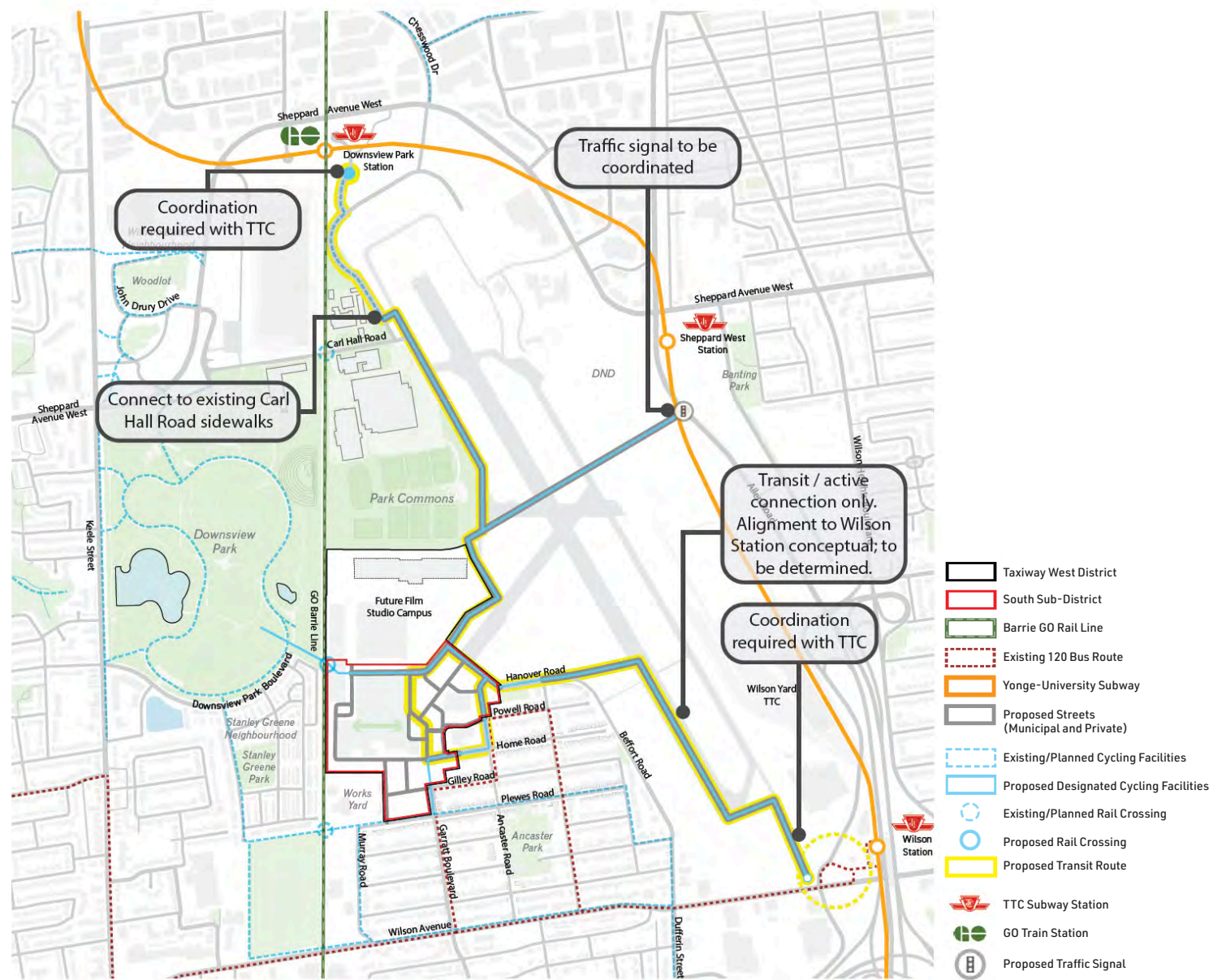
Phase D will build out the remainder of the Village and Ancaster West character areas, including Blocks F, G, H, I and M, and Street C. It will include the full conversion of Bay 12 to a mixed use cultural building (potential theatre and conference space), and construction of the remainder of the new development and active uses lining the Taxiway. New development in this Phase will include purpose-built offices within the Village, with additional retail uses, both of which will be supported by the residential uses built in Phases C and D. The completion of this Phase aligns with the completion of the Framework Plan Sub-Phase 1.1 and includes:

- The Taxiway, completed in its ultimate condition with adjacent new development and the final rehabilitation and retrofit of Bay 12;
- Development of the community uses on Block I;
- Completion of the parks and open spaces within the Phase, including the Plaza and the Village Park;
- Construction of the last remaining municipal street (Street C) and internal laneways within Phase D blocks; and
- Servicing infrastructure, extending what was built in Phase C to the remaining blocks in Phase D. It will similarly rely on connections to existing infrastructure to the south and west of the District.

### Framework Plan Sub-Phase 1.1 (2025 - 2028)

The build-out of Taxiway West will be within the Framework Plan Sub-Phase 1.1 time horizon (to 2028). In addition to the completion of Taxiway West, coordinated temporary and interim mobility routes will be constructed in Phase 1.1, connecting through the broader Framework Plan Area and beyond.

The combined Sub-Phase 1.1 network is shown below, including streets, active mobility and transit connections. Each layer of the network is described in detail in the following section.

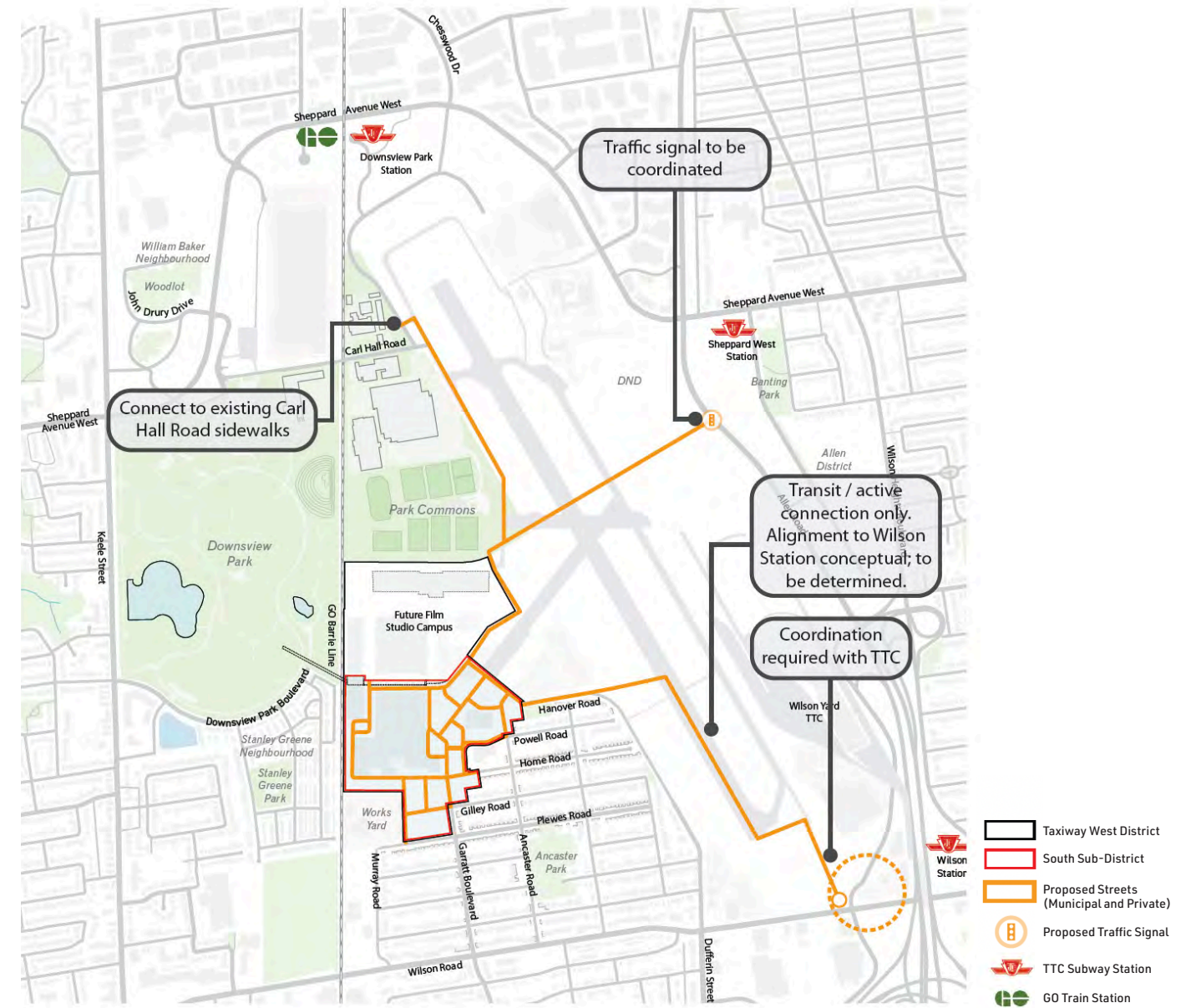


### Street Network

Outside of the District, the Sub-Phase 1.1 Street Network includes:

- Easterly portion of the Downsview Park Boulevard Extension designed to an interim condition, creating an east-west connection from Taxiway West District to Allen Road; and

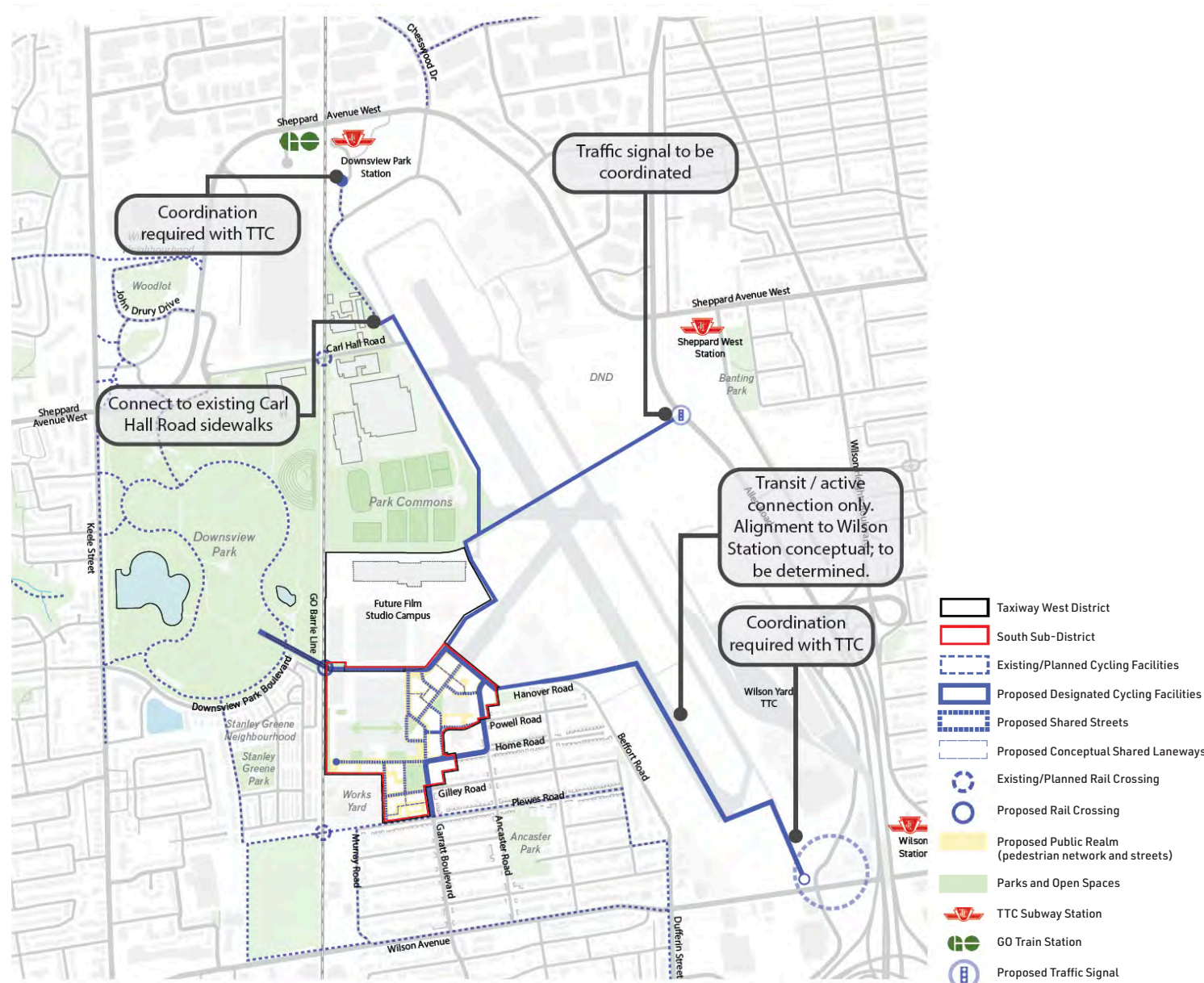
- A temporary north-south connection linking Taxiway West District to Carl Hall Road, and the existing Park Commons.



### Active Mobility

The Sub-Phase 1.1 Active Mobility connections include:

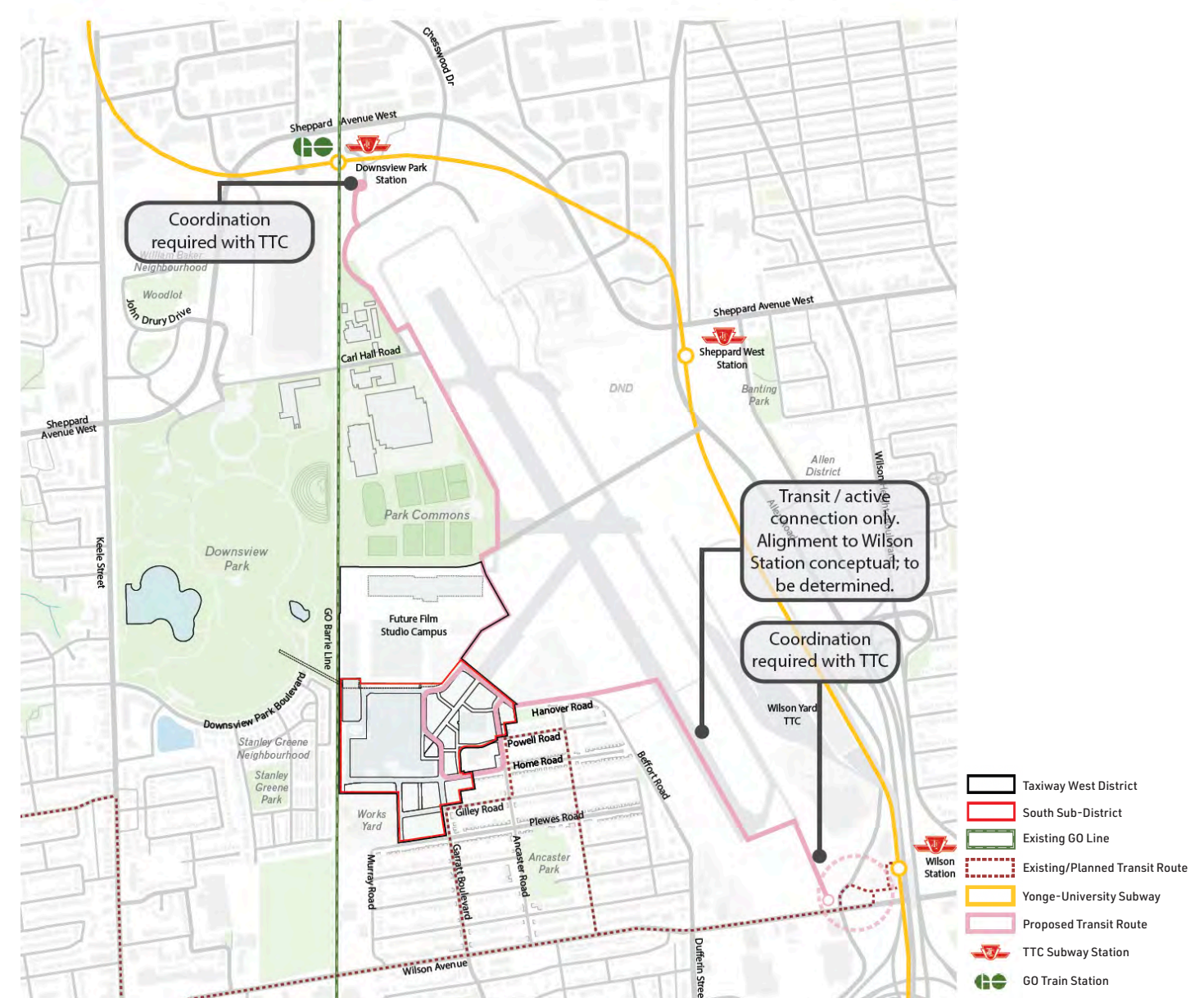
- Pedestrian connections and dedicated cycling facilities on the proposed street network;
- The Downsview Park Bridge, which will provide a dedicated active mobility connection from the existing trail network in Downsview Park into the Taxiway West District; and
- A green connection, including dedicated off-street cycling and pedestrian facilities, which will travel south from the Village to Wilson Station, and traveling alongside the existing Hanover Road/Beffort Road on the western edge of the Framework Plan Area boundary.



### Transit Connections

In terms of transit connectivity, the Taxiway will be connected to the nearby TTC and Metrolinx stations through:

- Facilities to accommodate an interim private shuttle service from Taxiway West District along the green connection south to Wilson Station and along the temporary north-south street to the Downsview Park subway and GO station; and
- TTC bus service to/from Taxiway West, either through new routes or through modification/extension to existing route.



## 5.3 Detailed Design and Partnerships

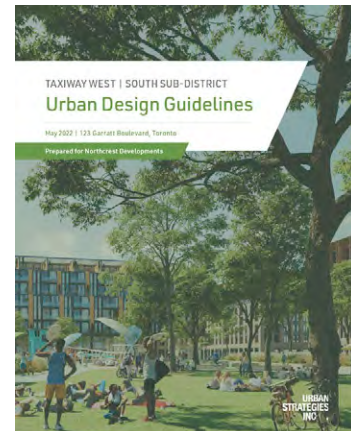
Detailed design and construction will be carried out through a variety of partnerships, and guided by supporting documents.

### Detailed Design and Supporting Documents

The North Sub-District is proceeding into detailed design through the ongoing Site Plan Approval process for Phase A, and eventually Phase B.

Given the scale of transformation anticipated for the South Sub-District, additional supporting documents have been prepared to guide detailed design and construction over time. These include:

- South Sub-District Urban Design Guidelines:** These provide detailed guidance for the design of the private and public realm, to ensure that future development occurs in a coordinated manner and contribute to the overall vision and design objectives for the South Sub-District. The document includes sections on: the overarching vision and design intentions, the public realm, and built form.
- South Sub-District Public Art Strategy:** This document was developed to guide the implementation of a public art program in the South Sub-District. It includes a description of heritage influences in the area, including the aviation legacy and Indigenous history and living culture. It also outlines an overall public art vision; identifies key opportunities and priority places; and provides a process for ongoing community engagement and creative programming. This strategy will be implemented through the City's Percent for Public Art program, which directs a portion of a development project's gross construction costs towards public art.



*South Sub-District Urban Design Guidelines*



*South Sub-District Public Art Strategy*

### Implementation Partnerships

Construction of a new District requires collaboration with a number of partners. Anticipated partnerships include the following:

- Community members and stakeholders:** Northcrest will continue its ongoing engagement with the public, Indigenous rights-holders, community organizations and other stakeholders through the detailed design and construction phases.
- City of Toronto and municipal agencies:** The overall Downsview planning process is closely coordinated with the City of Toronto and various municipal agencies involved in development throughout the city. Northcrest will continue to collaborate closely with the City of Toronto on the design and construction of future municipal streets, servicing, infrastructure and parks, community facilities, as well as affordable housing, to ensure that they reflect City design standards and technical requirements. Coordination will be required on the detailed design and programming of the proposed community space on Block I.
- Toronto Transit Commission and Metrolinx:** Development of new infrastructure to support transit, and planning new TTC routes through the District will require collaboration with TTC. The new Downsview Park Bridge crossing over the rail line will also require coordination with Metrolinx, the operator of the GO rail line, as well as Parc Downsview Park.
- Private development partners:** As each block is considered for development build-out in the District, Northcrest will contemplate engaging development partner(s) to develop specific lands in accordance with the new DASP, the Taxiway West District Plan and the South Sub-District Urban Design Guidelines, as well as other supporting documents where relevant.

# Appendix 1

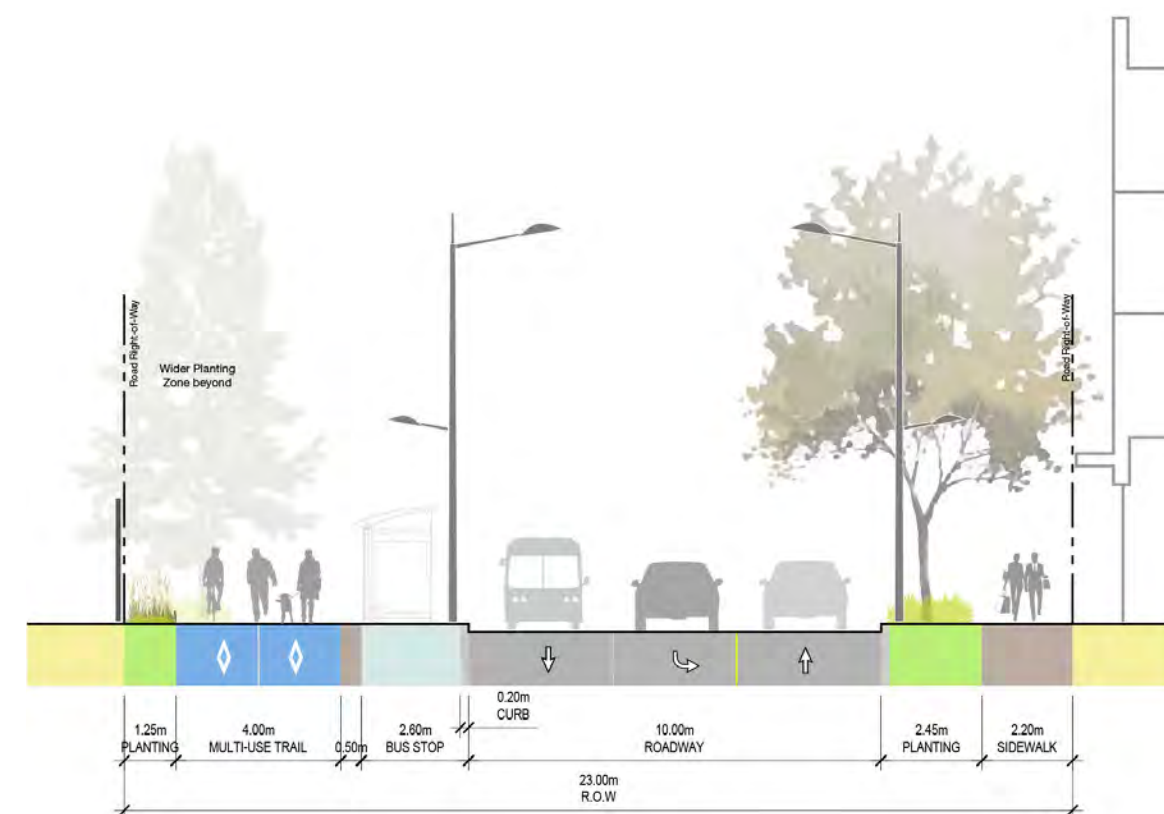
## Conceptual Street Sections

The following pages illustrates the conceptual cross section of Municipal Street, Private Streets and laneways. The design of each street varies to reinforce their role, street classification, and character, while advancing the District Plan's overall mobility, sustainability and placemaking ambitions.

### Municipal Streets

#### Street A

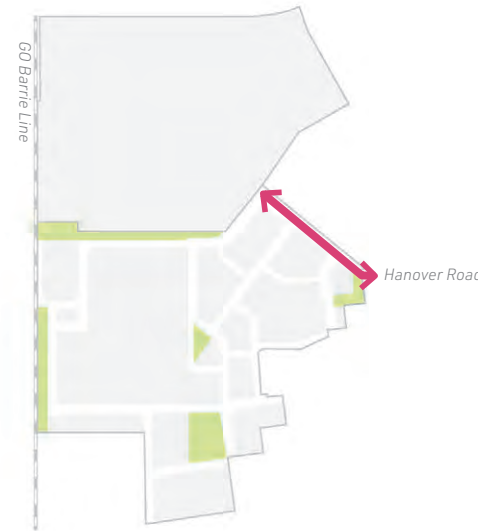
Street A is an east-west local street bordering the North Sub-District and framing the north edge of the South Sub-District. Street A is anticipated to have a ROW width of 23 metres. It is envisioned as a multi-modal street, with an approximately 4-metre wide multi-use trail that connects to the trail on Downsview Park Bridge to the west. Street A also accommodates a surface transit route, truck access to the Future Film Studios and the Hangars, and provides a direct route to the parking structure adjacent to the rail line. There are opportunities to integrate blue-green infrastructure within the street, such as bio-retention planters and permeable surfaces, to contribute to managing water balance and filtration.



Conceptual Cross Section of Street A

**Street B**

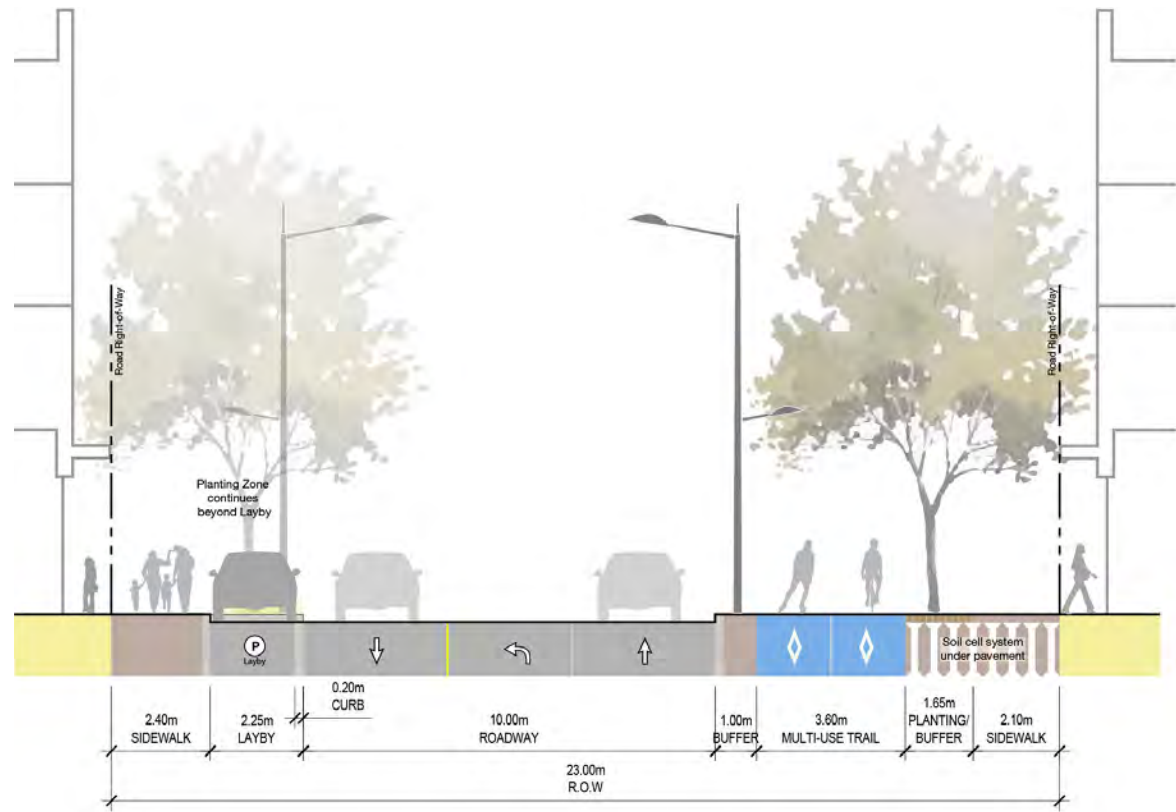
Street B is a collector road identified in the Downsview Framework Plan. It will serve as an extension to the Hanover Road. Street B will have a ROW width of 23 metres, and will include a multi-use trail along its north-east edge. This multi-use trail will connect to the trail on Street A, and also form a part of the broader Framework Plan active transportation network. Street B will also act as a surface transit route, and accommodate truck access, serving as one the main vehicular access routes to Phase B of the Future Film Studio Campus. The street design will incorporate opportunities to integrate green infrastructure, such as soil cells.



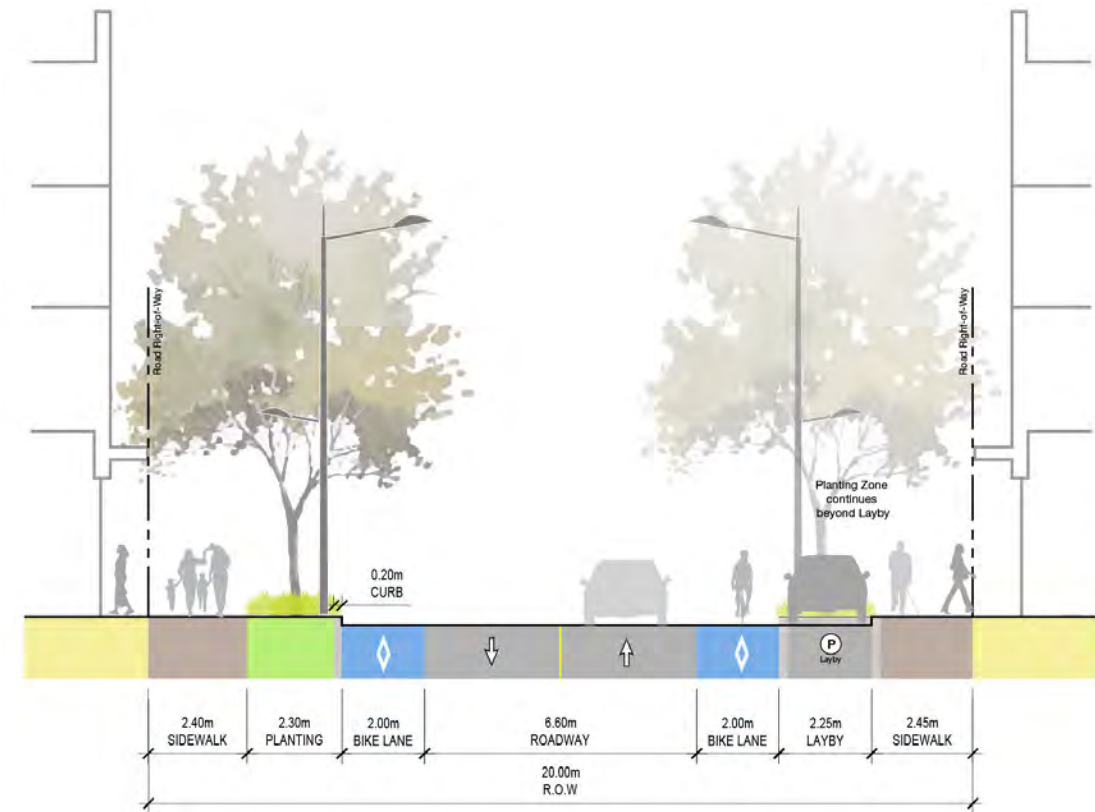
**Street C**

Street C will extend from the existing Ancaster Road, connecting the South Sub-District to the established Ancaster neighbourhood. Matching the existing ROW of Ancaster Road, it will be 20 metres in width.

Street C is an important community connection to local schools and parks, as well as proposed community amenities and residential uses. It will have bike lanes within the ROW that connect the Framework Plan to the City's planned cycling route and the broader North East Toronto Cultural trail. Street C will also be part of the bus route within the District. Green infrastructure possibilities will be incorporated, similarly to other municipal streets, in the design of this street.



Conceptual Cross Section of Street B



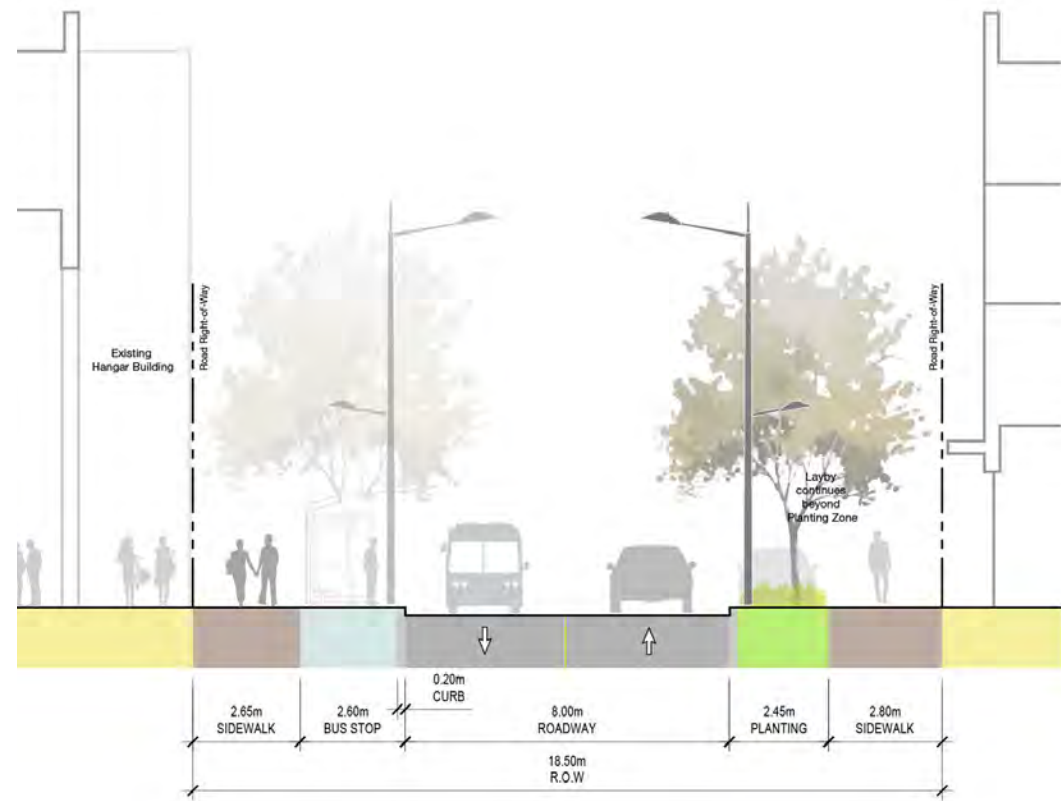
Conceptual Cross Section of Street C



### Street D - North of Street E

Street D varies in width and in character. North of Street E, Street D street is designed for activities to spill out from the Hangars and the Central Square on one side, and from mixed-use buildings with active ground floor uses on the other.

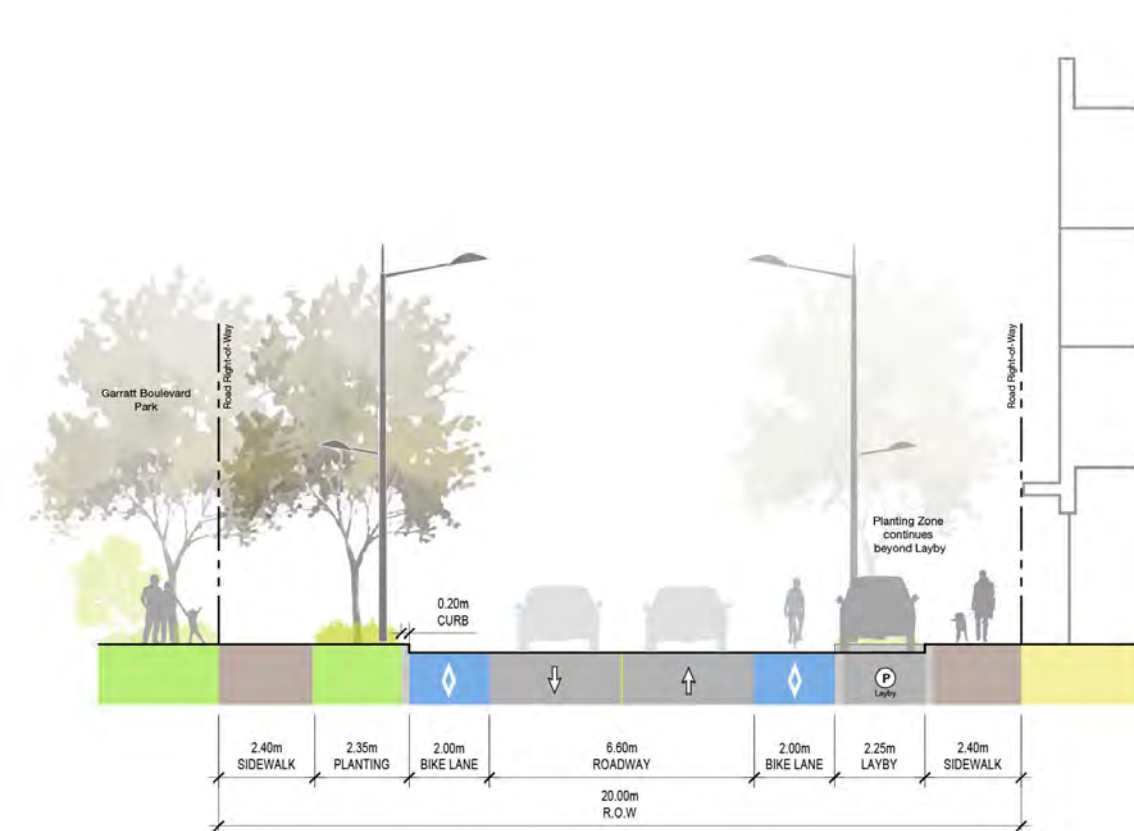
This segment of the street is 18.5 metres in width. It contains sidewalks (2.65 and 2.8 metres), and shared travel ways for cars and cyclists in both directions. This segment of Street D is part of the surface transit route, and includes bus stops. A number of design strategies to slow vehicular traffic have been integrate to the design of the street, including sidewalk bulb-outs, and frequent formal and informal pedestrian crossings. Similarly to other municipal streets, green infrastructure will be incorporated within the design of the street.



Conceptual Cross Section of Street D - North of Street E

### Street D - South of Street E

South of Street E, Street D widens to a 20-metre ROW width, to form a seamless connection to Garratt Boulevard south of the District Plan boundary. On the west side, the street runs adjacent to Garratt Boulevard Park, which offers a generous pedestrian space. The street also includes on-street cycling lanes, connecting to the City's proposed cycling network at Plewes Road.

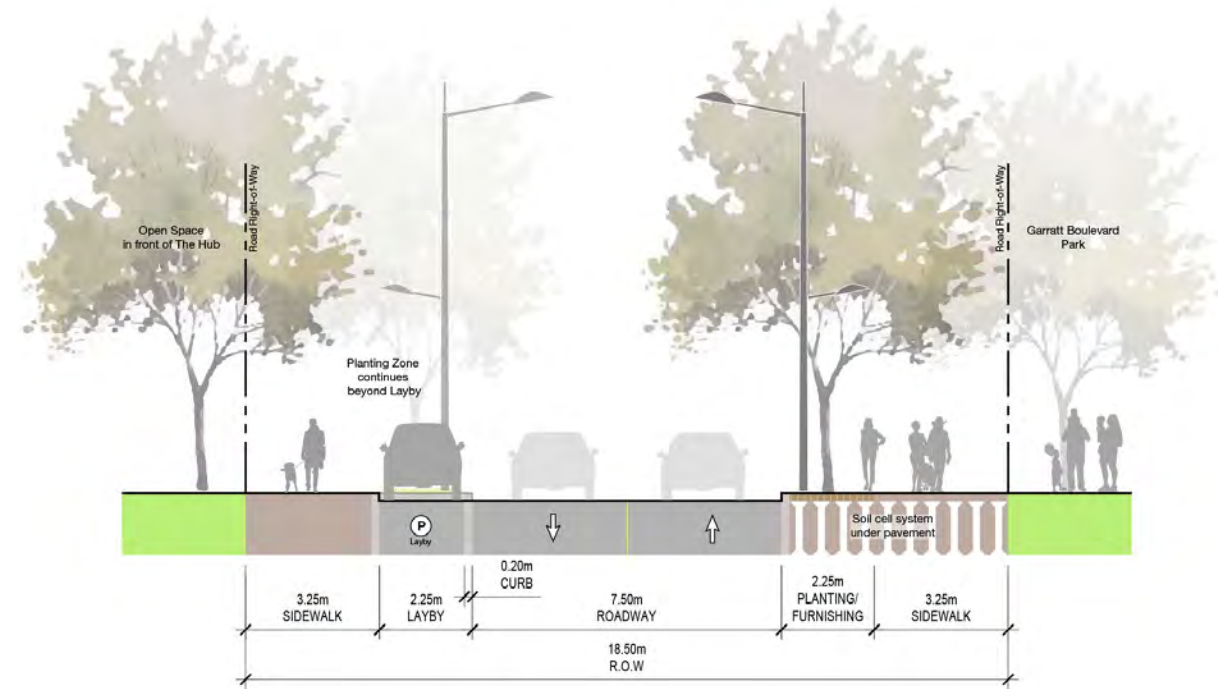


Conceptual Cross Section of Street D - South of Street E

### Street E

Street E is a local east-west street with a 18.5 metre ROW, with two different characters. The first is as an extension of Home Road from its existing terminus to Street D. The extension of Home Road is similar to Street C and is part of the on-street bicycle network, with dedicated lanes and a portion of the District’s surface transit loop.

Street E’s second character area extends from Street D to the westerly limits of the District. The condition on the rest of Street E is as illustrated below. This portion of Street E will have a mix of employment and residential uses on both sides of the road, and will be animated with a large public park (Garratt Blvd Park) as well as two Hangar courts which open up onto the street. There are opportunities to integrate bio-retention planters for enhanced stormwater management along its length.

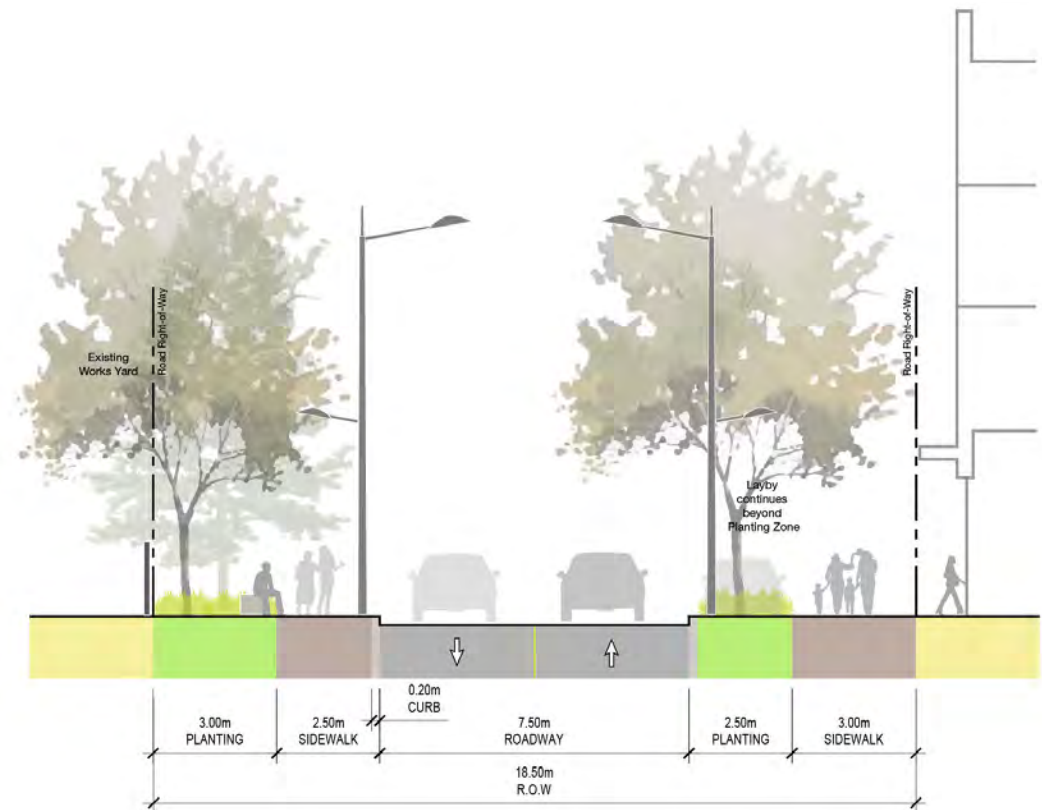


Conceptual Cross Section of Street E

### Street G

Streets G is a local north-south street that connects to Plewes Road at its southern terminus. It will have a ROW width of 18.5 metres.

Street G borders the existing City of Toronto works yard to the west and the District Plan’s Ancaster West character area to the east. A wide 3-metre planting zone is encouraged on the west side of the street to create a buffer between the activities in the works yard and the emerging residential quality of Ancaster West. Opportunities for green infrastructure within planting zones will be considered within wide planting zones along Street G.



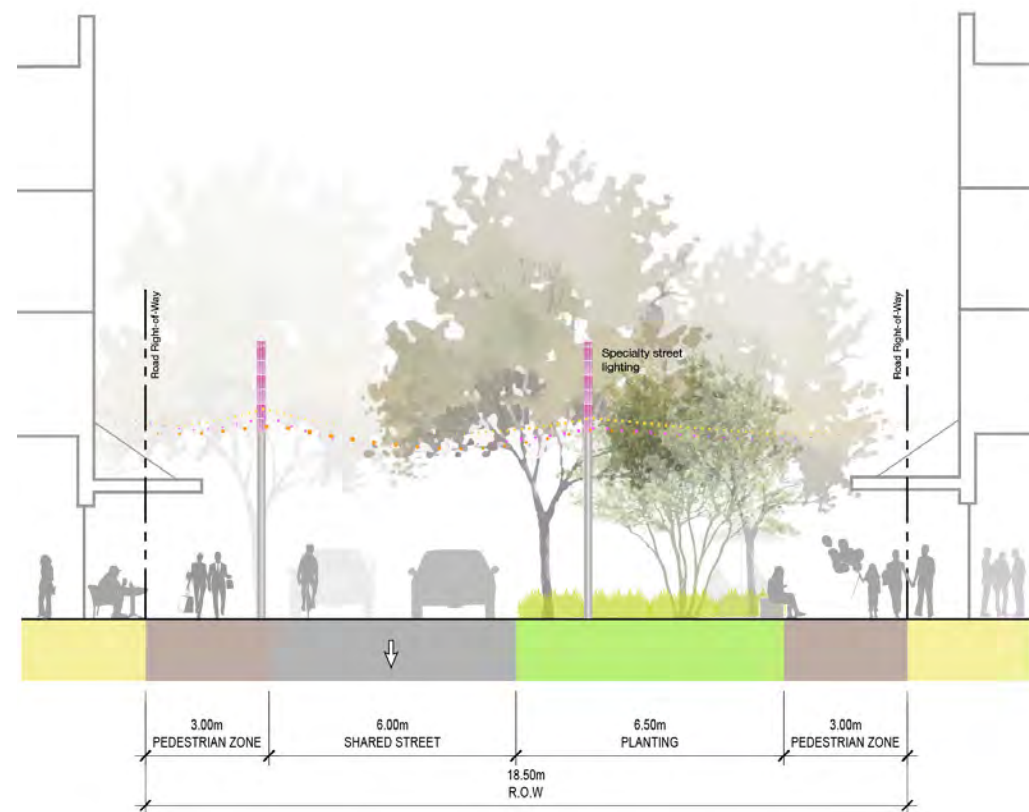
Conceptual Cross Section of Street G

## Private Streets

### The Taxiway

The Taxiway will be both a shared street and an open space destination. It will be the central spine and the heart of community life within the District, vibrant with activities across all times of day.

The Taxiway is 18.5 metres in width. The street incorporates a winding 6-metre travel-lane which is shared by pedestrians, cyclists, and vehicles. The shared travel-way is broken up and interrupted by large planting zones and tree clusters, as well as other forms of traffic management. These features encourage safe travel speeds. Enhanced green infrastructure opportunities, such as geocellular storage, can be considered within wide planting zones to provide stormwater management benefits.



Conceptual Cross Section of The Taxiway

### Streets H, I & J

Streets H, I and J are a series of interconnected private streets, located to the west and north of the Hangars. These private streets connect to Street E to the south, and to Street A and D to the northeast.

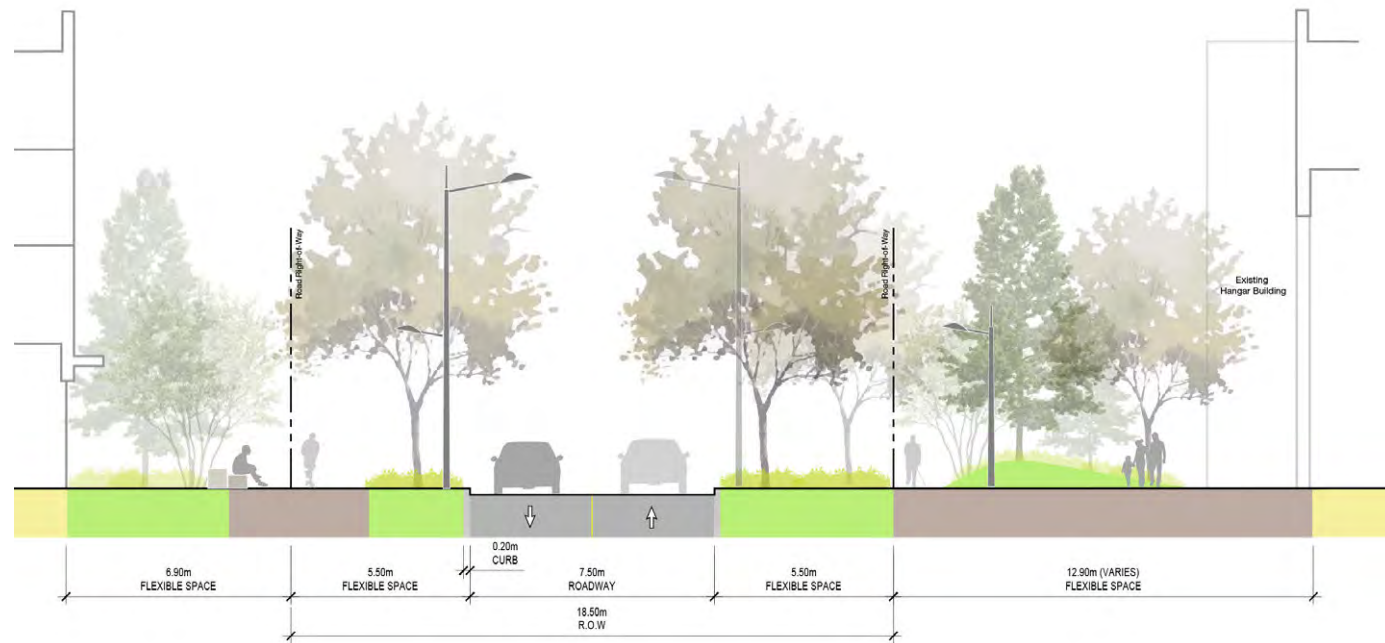
Streets H, I and J are 18.5 metres in width. Their primary roles are to facilitate servicing access to the employment uses within the hangars, and to accommodate existing private utilities below grade. As with all private streets and laneways, these streets will be publicly accessible, however will be maintained by private owners.

In addition to providing connections to Street H and I and facilitating servicing access, Street J runs parallel to the Downview Park Bridge on the north side.

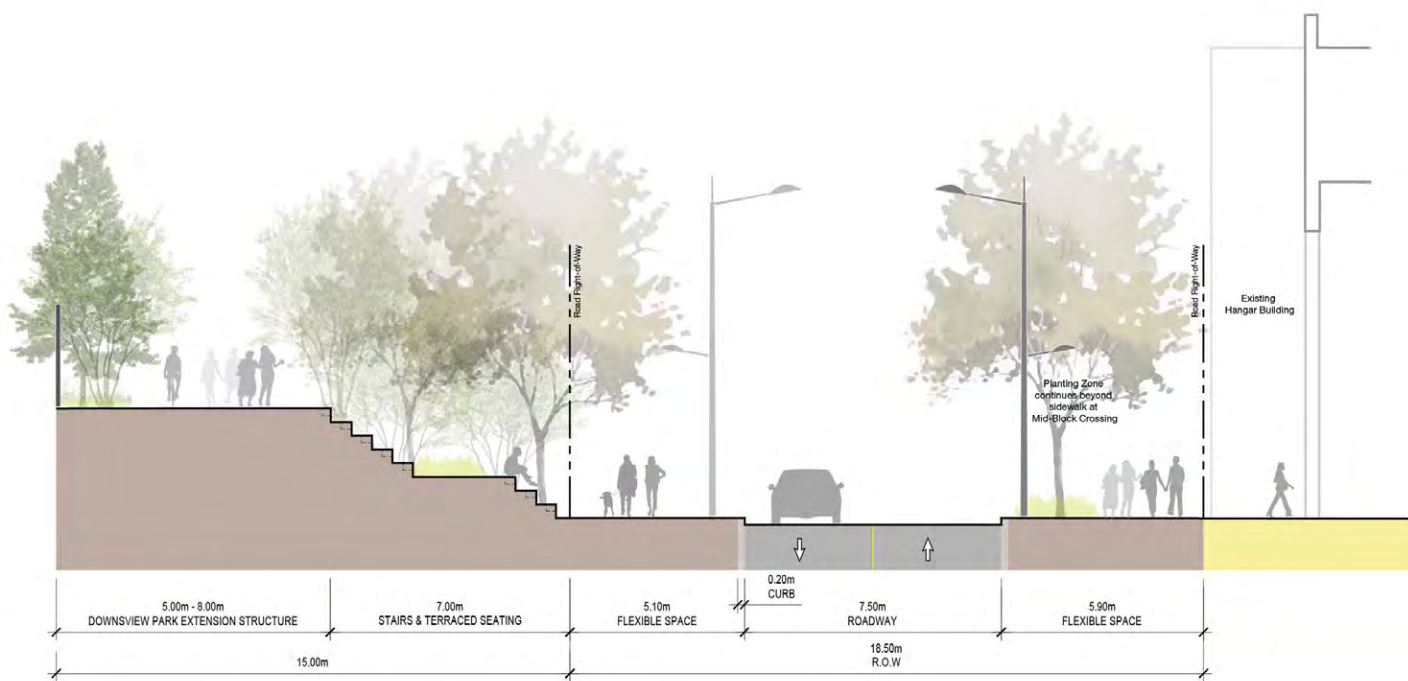
Beneath the Downview Park Bridge, the interface between the bridge and Street J includes a 5.1-metre flexible space, which rises in the form of terraced seating and stairs as it meets the Park Bridge. To the south is a 5.9-metre wide flexible space that creates a generous pedestrian realm along the frontage of the hangar building.



Conceptual Cross Section of Street H



Conceptual Cross Section of Street I



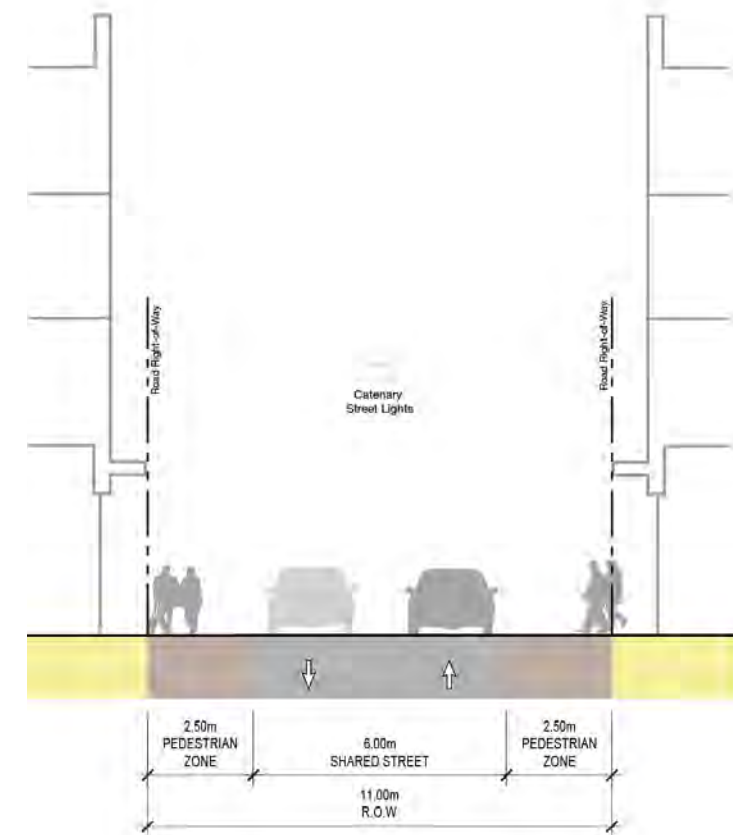
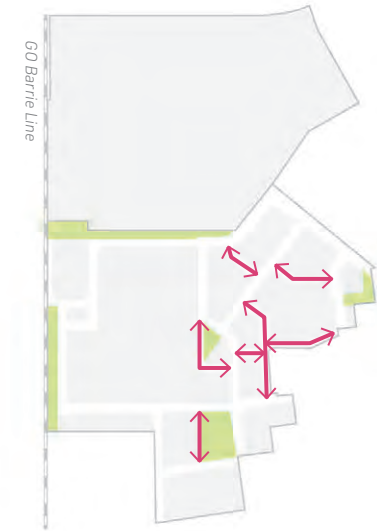
Conceptual Cross Section of Street J

## Laneways

There are a number of conceptual laneways in the District (Laneway A - G), which will complement the municipal and private street network by adding intimately scaled spaces, designed to more easily respond to their locational context.

Imagined as short, curbsless shared lanes, these connections will be approximately 11 metres wide. These laneways feature 2.5-metre wide pedestrian zones on either side. The central 6-metre travel-way will be shared by pedestrians, cyclist, and vehicles.

Laneways will accommodate vehicle parking and servicing access for development blocks, so that the impact of these activities can be minimized along primary building and open space frontages.



Conceptual Cross Section of Laneways

## Appendix 2

### Image Credits

Figure	Page	Description	Credit
<b>Section 1</b>			
1	26	c. 1955 photo of Bay 11	Bombardier Inc. Archives
2	26	c. 1958 photo of Bays 2, 3 and 4	Panda Associates fonds, Archives and Special Collections, University of Calgary
3	27	Late 1950s or early 1960s aerial image of the Taxiway West District lands	de Havilland in Canada (Book by Hotson, F. W., 1999)
<b>Section 4.1</b>			
Cover Page	47	First Avenue Water Plaza, New York City	SCAPE
<b>Section 4.2</b>			
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4	59	Wynwood Wall art mural, Miami	Kristina/Flytographer
5	59	Platform Plaza	Spruce & Gander
6	59	Pop-up food stand	Marc Brinkmeier/Architectuul
7	59	Lincoln Library performance	Hiroko Masuike/New York Times
8	59	Vancouver Mural Festival	Gabriel Martins/Vancouver Free Press
9	59	Thunderbird by Sinamkin-Jody Broomfield	Sinámkin-Jody Broomfield/MONTECRISTO Magazine
10	59	Paper airplane sculpture and shade canopy, Los Angeles	The Music Centre
11	59	University of Toronto Knowledge House, Toronto	University of Toronto
12	60	Rail Square: Ginza Six Garden, Tokyo	Placemedia
		Rail Park: Kalvebod Waves Waterfront Park, Copenhagen	Inhabitat/Flickr
		Studio Gate Park: Lincoln Centre North Plaza, New York	Eddie Marritz/James Urban
13	63	Craft Sake Week, Roppongi Hills, Tokyo	Torafu Architects
14	63	Pacific Park Plaza, Dallas	SWA Group
15	63	The Barn Brewery, West Sacramento	Greg Sabin/Inside Sacramento
16	66	The Wharf, Washington D.C.	Perkins Eastman
17	67	Sønder Boulevard, Copenhagen	SLA Architects
18	67	Rendering of West Don Lands streetscape and public realm, Toronto	The Planning Partnership
19	69	Westlake Park, Seattle	Robert Maki and Robert Hanna
20	69	Outdoor Performance, Lincoln Centre	Stephanie Berger
21	69	Picnic-goers playing games in Bryant Park, New York	Angelito Jusay
22	69	Spinning Tops Installation at the High Museum, Atlanta	Abel Klainbaum, Jonathan Hillyer/Esrave + Cadena
23	71	Nature's playground at the Adelaide Zoo, Australia	WAX DESIGN
24	71	Solitude Park in Banbridge, Northern Ireland	Getty Images

Figure	Page	Description	Credit
25	71	Madison Square Park, New York City	Richard Alomar/Usk NYC
26	71	Sugar Beach, Toronto	Claude Cormier + associés
27	73	Conceptual elevation plan of the Downsview Park Bridge	DTAH
28	73	The High Line, New York City	Shutterstock
29	73	The High Line, New York City	DreamsTime
30	76	Lincoln Centre North Plaza, New York	Eddie Marritz/James Urban
31	76	Herald Square Park, New York City	Angelito Jusay/34th Street
32	77	Rendering of the Green Line - Macpherson Park, Toronto	City of Toronto
33	77	Amazon Sphere's Dog Park, Seattle	Yahoo! Finance
34	77	Kalvebod Waves Waterfront Park, Copenhagen	Inhabitat/Flickr
35	78	Rendering of proposed Wallace Emerson Community Centre, Toronto	Perkins&Will
36	78	Existing Robert Leek Park adjacent to the proposed Village Park	Urban Strategies Inc.
37	79	Crosstown Elementary School, Vancouver	Square One Paving/City of Vancouver
38	79	Canoe Landing Community Centre and Schools, Toronto	ZAS Architects + Interiors
39	81	Brooklyn Navy Yard	Rich Gilligan
40	81	Fashion Studio, Philadelphia	Lara Swimmer Photography/MSR Design
41	81	Urban Outfitters Headquarters	Lara Swimmer Photography/MSR Design
42	82	Paley Park, New York City	Jesse Weber/Outdoor Project
43	82	8 Spruce Street Courtyard, New York City	City of New York
44	82	Paley Park, New York City	Mike Boucher/Flickr
45	83	Ginza Six Garden, Tokyo	Placemedia
46	83	Park space outside Bhiraj Tower at Sathorn, Bangkok	Tinnaphop Chawatin
47	83	Astera Pride Rama II, Sathorn, Bangkok	Tinnaphop Chawatin
<b>Section 4.3</b>			
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48	92	Market Street, Toronto	DTAH
49	92	Mariahilfer-Strasse, Vienna	Bureau B+B Urbanism and Landscape Architecture
50	92	The Wharf, Washington, D.C.	Wolf Josey Landscape Architects
51	104	Cycling in shared street in Dordrecht, the Netherlands	Shutterstock
52	104	Bikeshare Toronto	Bike Share Toronto/City of Toronto
53	106	Shuttle	Erasmus Martinez/Bay News Rising
54	106	Surface Transit	Spencer Buell/City Life

Figure	Page	Description	Credit
<b>Section 4.4</b>			
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55	119	Brooklyn Navy Yard	David Sundberg & Claire Droppert
56	119	Neue Meile Böblingen, Böblingen, Germany	Bauchplan
57	119	Bloor Street West, Toronto	Bloor-Yorkville BIA
58	120	Communitech Hub, Kitchener	Kate Bueckert/CBC
59	120	Airbnb European Headquarters, Dublin	Heneghan Peng Architects
60	120	HGA Office, Milwaukee	Corey Gaffer Photography
61	122	16 Cole Street Townhomes, Toronto	Regent Park Life
62	122	R-Hauz, Toronto	R-Hauz
63	122	The Pennfield, Minnesota	Troy Thies/Multi Family Executive
64	124	Rendering of proposed Wallace Emerson Community Centre, Toronto	Perkins&Will
65	124	SOS Children's Village Lavezzorio Community Centre Child Care Centre	Hedrich Blessing /Studio Gang
66	124	Young people's programme at the Royal Academy, London, UK	The Royal Academy of Arts
67	126	Urban grocery store, Toronto	Liberty Village Toronto
68	126	Independent clothing store, Toronto	Abby Albino/Makeway
69	127	Hub concept, Plymouth	Hewitt Studios LLP
70	127	Co-working space, Hochdorf, Switzerland	Peter Wuermli
71	127	Cafe and seating space, New York City	Miznon
72	129	BT Modern Towns Bayview Village, Toronto	BT Modern Towns
73	129	Shapiro Residences, Washington DC	Shalom Baranes Architects
74	129	Distillery District, Toronto	Local Toronto Food Tours
75	134	Description of plant enlargements in 1982 at de Havilland	de Havilland Canada
76	135	Airbnb Headquarters in Dublin warehouse	Donal Murphy
77	135	Open Works Baltimore	Open Works
78	135	Brooklyn Navy Yard - New Lab	Indoor Agtech/Rethink Events Ltd
79	135	Factory at Corktown, Michigan	Justin Maconochie/Office Snapshots
80	136	Existing hangar bays 1-3	ERA Architects Inc.
81	137	Centre for Novel Therapeutics, La Jolla	Nick Merrick/La Jolla Light
82	138	Existing Bay 12 building	Urban Strategies Inc.
83	139	MFO Park, Zurich	Franz Grünwald
84	139	Green wall construction screening on Omotesando Road, Tokyo	Klein Dytham architecture
85	139	Fire in My Sol Mural, Colorado	Peter Kowalchuk

Figure	Page	Description	Credit
Section 4.5			
Cover Page	141	Green roof and solar photovoltaic panels at Daramu House, Sydney	Clean Energy Council
86	145	First Avenue Water Plaza, New York City	SCAPE
87	145	Boston Seaport	Seaport District
88	145	Stanley Greene Park, Toronto	Canada Lands Company (CLC)
89	145	Sankt Kjelds Square, Copenhagen	SLA
90	145	Xuhui Runway Park, Shanghai	Sasaki
91	146	Vastra Hamnen, Malmö	Julie Campoli
92	146	Green Street, Sheffield	Nigel Dunnett
93	147	Floodable multi-use court in Enghave Climate Park, Copenhagen	Third Nature
94	148	Hammarby Sjöstad, Stockholm	Hans Kylberg/Flickr
95	149	Royal Seaport, Stockholm	Urbio
96	150	Digital signage	REDYREF Interactive Kiosks
97	150	Smart Pole	Efficient Lighting Systems (ELS)
98	151	Public Wifi, New York City	Link NYC
99	152	Previous parking garage converted into classroom space at Northwestern University, Evanston	Nathan Weber/Vellum Media
100	152	Asheville Regional Airport New Parking Garage, Asheville	Hendrick Architectural
101	153	Velotique Bike Shop, Toronto	Hector Vasquez at Velotique

**TAXIWAY WEST DISTRICT PLAN**  
MAY 2022