

TAXIWAY WEST

District Plan

August 2024

123 Garratt Boulevard, Toronto

Prepared For:

Northcrest Developments



TAXIWAY WEST DISTRICT PLAN

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PREPARED FOR:

Northcrest Developments

CONSULTANT TEAM:

Perkins Eastman | Architecture & Master Planning
Urban Strategies Inc. | Planning & Urban Design
DTAH | Landscape Architecture
WSP | Transportation
Arup | Civil Engineering
Trophic Design | Indigenous Design & Placekeeping
MASSIVart | Public Art
Urban Equation | Sustainability
ERA Architects | Heritage
Spanier Group | Retail & Placemaking
Human Space | Accessibility

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 lead developer of the 370-acre Downsview Airport Lands ("YZD") and what for thousands of years has been the Traditional Territory of many First Nations including the Mississaugas of the Credit First Nation, 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 interest holders, 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 what we call Responsible Development.

Northcrest's first District at the Downsview Airport Lands ("YZD"), referred to as Taxiway West District, is inspired and informed by the vision set out in the City-led Downsview Secondary Plan. The Downsview Secondary Plan advanced the vision and objectives of the Framework Plan, a collaborative planning framework developed with neighbouring landowner the Canada Lands Company for our collective 520 acres. These plans are 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 neighbouring Downsview Park and the surrounding transit stations and GO train station, 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, that introduces greenery and wildlife, new playgrounds and facilities; and is a place rich in arts and culture. We see a place where people can live a short walk from their work, 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 40.9 hectares (101 acres) of land between the Park Commons and the Ancaster community - referred to as Taxiway West District - have long been associated with aerospace manufacturing. For decades, these lands have supported thousands of jobs and helped power Toronto's economy.

The relocation of Bombardier's manufacturing operations and closure of the Downsview airport 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 interest holders 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-rise form that promotes a comfortable microclimate year-round.

Upon completion, Taxiway West District will support approximately 289,450 square metres of non-residential uses (7,620 direct jobs), and 2,880 units (5,190 residents). The District will provide approximately 3.2 hectares (7.96 acres) of open space, of which 1.3 hectares (3.26 acres) is proposed as public 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, institutional, entertainment 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. The area designated for employment and available within the District will attract a variety of tenants and users in industries like film and media, technology, and advanced manufacturing.

The former Taxiway east of the District is extended into the District and reimagined as a new street and 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 low-rise 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 uses and daycare, 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-rise. 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 welcomed within Taxiway West.

The District is organized around a series of four highly walkable character areas: the South Hangars, the Village, Ancaster West, and the North Sub-District. Each character area represents approximately 3 to 5 minutes of walking from one end to the other, creating a fine-grained, accessible network of connections made up of public and private streets, greenways, and active mobility connections.

Existing streets will extend into the District, and be completed by a diversity of paths and corridors. Taxiway Street, greenways, and fine-grained mid-block connections will create new, safe, active connections and enhanced permeability for the existing and future community, reorienting this area of the city towards an active approach to mobility that prioritizes user experience in the public realm. A balance of dedicated and leisurely routes will accommodate users of diverse ages and abilities.

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 will be 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 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.

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, cycling, and greater use of transit, generating activity and connections in the public realm. By including diverse housing options, and incorporating 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 Secondary Plan Area, 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

The Taxiway West District is located south of the proposed Downsview Park Boulevard Extension, west of the future Taxiway East District, east of the GO Barrie Rail Corridor, and north of the Ancaster neighbourhood. It is in the southwestern portion of the Downsview Secondary Plan Area and is identified as the Taxiway West District in the Downsview Secondary Plan (2024).

The District is 40.9 hectares (101 acres) of land and consists of two Sub-Districts. The two Sub-Districts have been planned as a cohesive whole through this District Planning process to deliver maximum benefits.

- **The North Sub-District** is 18 hectares (45 acres) in size and being planned as a future employment hub with a mix of light industrial and commercial uses that is anticipated to accommodate over 3,000 jobs.
- **The South Sub-District** is 22.8 hectares (56 acres) and is being planned for a range of employment, commercial and residential uses, and expected to accommodate approximately 4,600 jobs, and accommodate approximately 2,880 new housing units.

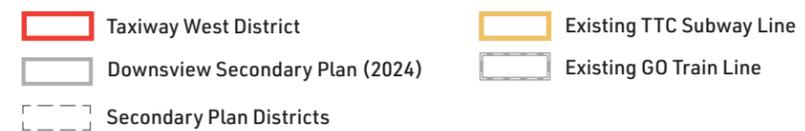
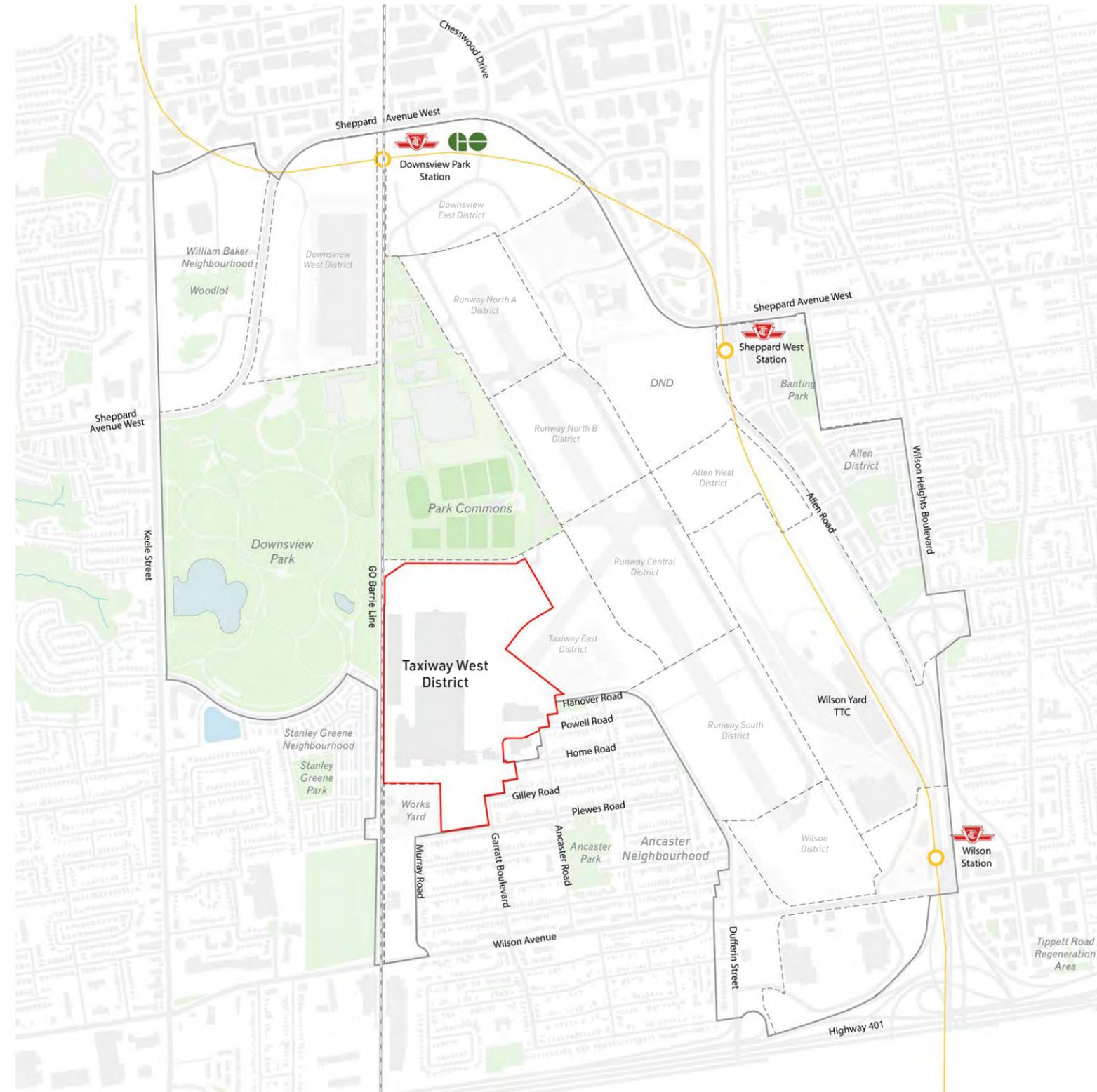
About this Document

This document describes the character, the design narrative, and the development framework that are specific to Taxiway West District. It includes a detailed description of the overarching vision, themes, and structuring elements, as well as the phasing an implementation strategy.

Taxiway West District is one of 15 Districts within the Downsview Secondary Plan Area. The District Plan implements the vision and policies of the Downsview Secondary Plan (2024), and provides further context and detail that are specific to the District.

This District Plan is being submitted concurrently with a Draft Plan of Subdivision and Zoning By-law Amendment application for Taxiway West District.

The demonstration massing shown throughout the District Plan is indicative, and has been developed to illustrate a potential way in which the density within the District could be deployed. This demonstration massing is not intended to represent the ultimate buildings that will be built. The demonstration massing will inform the built form provisions within the implementing Zoning By-law Amendment, which will ultimately regulate the future built form within the District.



1.2 The District Today

The District inherits a number of buildings and features associated with the previous aerospace use. The main buildings and features that currently exist include the following:

- 1 **Administration Building** (built in 1953):
Contains offices with a partial basement housing storage and lounge areas. Later additions provided 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** (built in 1953):
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** (Bays 1-4 built in 1953; Bay 5 built in 1969; Bay 6 built in 1982):
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 various workshops, a welding and fabrication area, a foundry, offices, paint shop, warehouse and staging area for parts, employee cafeteria and lunch rooms, conference and break-out rooms and a training room.
- 4 **Bays 7 - 10** (Bay 7 built in 1980; Bays 8-10 built in 1979-1980):
Part of the Bombardier Aerospace Facility.
- 5 **Bay 11** (built in 1955):
Used for component assembly.
- 6 **Bay 12** (built in 1952):
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** (built in 1953):
Used for storage, shipping and receiving. Later additions created additional space for mechanical areas, engineering offices, and shipping and receiving.
- 8 **Chemical Process Building** (built in 1980):
Contains a chemical processing shop, paint bake oven and spray booth.
- 9 **Fire Pump House** (built in 1954):
Contains fire pumps, diesel fuel tank and water reservoirs.
- 10 **Data Centre** (built in 1969):
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 **Surface parking and paved areas for circulation:**
The District contains a significant amount of surface parking today, as well as paved circulation areas to accommodate the movement of aircraft and materials.



1.3 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.
- The 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 Secondary 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 short walk. 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:

- The Murray lands are outlined in the Downsview Secondary Plan, and encompass the current City of Toronto Works Yard (located between the District, the GO rail line and Plewes Road) and the Murray Road Regeneration Lands (located between Murray Road and the rail line, north of Wilson Avenue). The Works Yard is currently in use, while the Regeneration Lands are generally vacant, with a portion used for Metrolinx staging and another for an aggregate operation.
- 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, within the Ancaster neighbourhood



Wilson Avenue, south of the Ancaster neighbourhood



Maniza Road within Ancaster neighbourhood, southeast of the District

1.4 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 Saagiig 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.

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.

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. However, with Bombardier’s announcement that they will be departing the District by the end of 2023, planning for the future of the Downsview Secondary 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 Saagiig 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. The first Downsview Area Secondary Plan (“DASP”) is prepared by the City of Toronto in 1999, 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 their lands, the result of over a year and a half of engagement with the surrounding community. Northcrest also initiates the planning for Taxiway West. City of Toronto launches Update Downsview Study to update the 2011 Downsview Area Secondary Plan.

2024

The updated Downsview Secondary Plan was approved by Council on June 27, 2024.



SECTION 2

Engagement to Date

2.1 Engagement to Date

The District Plan is directly informed by community feedback gathered over the past four years – through the id8 Downsview process for the broader 210 acres of Downsview Lands, through advancement of the Secondary Plan and Community Development Plan, and through two pre-submission rounds of focused engagement on the South Sub-District and one post-submission round of engagement activities focused on the Taxiway West District as a whole.

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.

SEPT 2021 - ONGOING
Engagement with First Nations

Engagement with Rights Holders and key interest holders continued throughout the id8, Secondary Plan, and Community Development Plan processes, with a focus on equity and inclusion, confronting anti-Black racism, community and social infrastructure, and arts and culture. Focused engagement with residents and business groups have also been taking place.

Taxiway West District Plan Engagement

In preparing the District Plan, Northcrest hosted three rounds of community engagement. Programming included Virtual Town Halls, ongoing dialogue with the Indigenous Rights-Holders, Indigenous Sharing Meetings, focused discussions with the African, Caribbean and Black communities, youth-led engagement, pop-ups at community events, new District activation events, and solution-making workshops with the Ancaster community. Online surveys and mail-in engagement also took place. During the COVID-19 pandemic, Northcrest hosted engagement events in accordance with the public health safety standards – virtually or outdoors. As soon as indoor gatherings were deemed safe by the Ontario Chief Medical Officer of Health, in-person engagement activities resumed. Key themes of feedback heard from each round of the District engagement are 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 that Translate to Taxiway West

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 2021 - JAN 2022
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.

JUN 2022 - APR 2024
Round 3

Shared emerging policy directions from the updated Downsview Secondary Plan and received feedback on the impacts of the District Plan. Discussions included topics such as affordable housing; community services; built form and the local street network; and opportunities for recreation and entertainment.

POST SUBMISSION:
AUG 2024 ONWARD
Future engagement

Engagement will continue after the District Plan is submitted to the City with Rights Holders, African, Caribbean and Black communities, other equity deserving groups and the local Ancaster community. The applicant will continue to coordinate engagement efforts with City staff.

2.2 What We Heard

Key Messages from District Plan Engagement Round 1

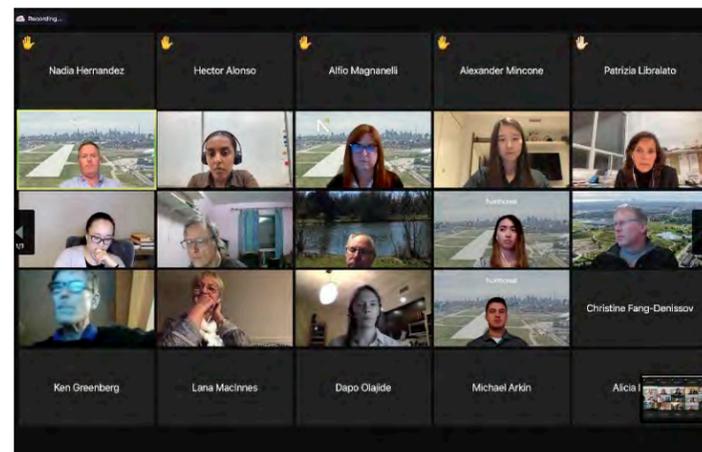
The first round of engagement was hosted between November 2021 and January 2022. Over 160 participants took part in a variety of events which included a Public Townhall, an Indigenous Sharing Meeting, an online survey, mail-in workbooks, and several community pop-up events. Key feedback shared from Round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



First virtual townhall

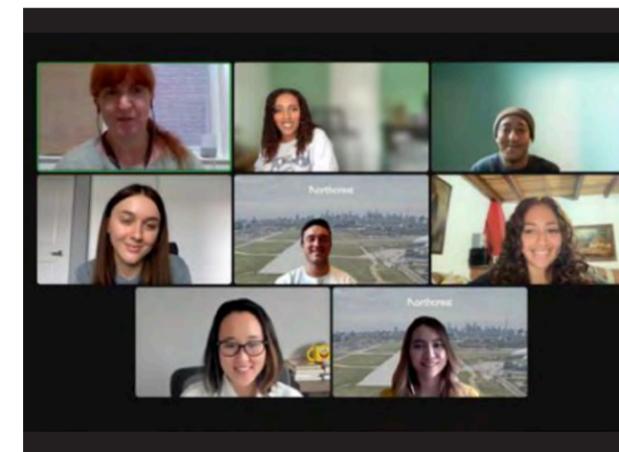
Key Messages from District Plan Engagement Round 2

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.

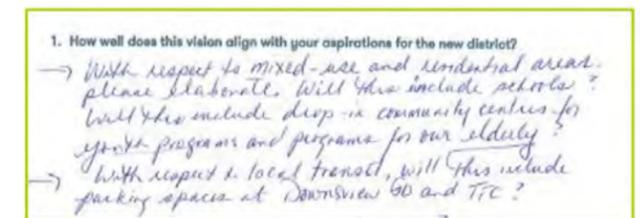
This round of engagement focused on the emerging District Plan and its five main themes: jobs & opportunities, homes & amenities, walkable & connected, vibrant public spaces & culture, and sustainable & healthy. A summary of the feedback received is provided below:

- **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 interest holders.** Participants expressed strong support for continuing to engage interest holders and building partnerships with local and city-wide.



Youth engagement



Example of mailed participant feedback

Key Messages from District Plan Engagement Round 3

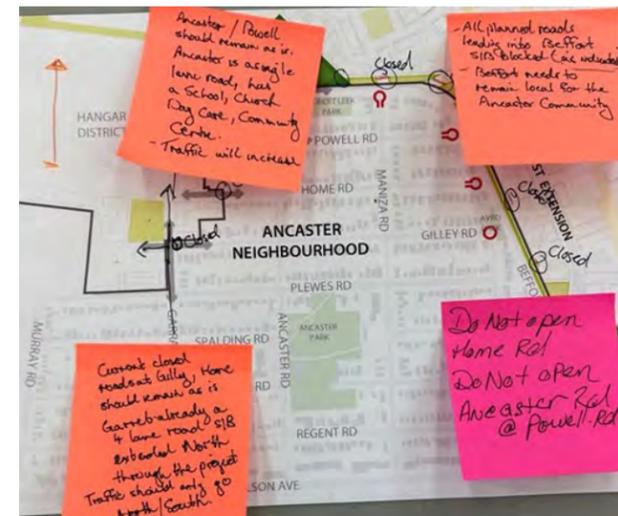
The third round of engagement refers to the Northcrest-led engagement activities after the initial application submission – from June 2022 until April 2024. Post-submission, Northcrest promptly acted on feedback received during the first two rounds from the community voices. In this round, engagement included local Ancaster community townhalls and workshops, pop-ups at different community events, as well as new District activation events.

During this round of engagement, Northcrest continued to raise awareness of the new development, shared more details as they became available, and received feedback on the impacts of the District Plan and the emerging policy directions from the updated Downsview Secondary Plan (2024). Several focused engagements were held with the immediate neighbouring community of Ancaster. The following is a key summary of feedback shared from Round 3:

- Continued support for the District’s vision and interest in more information and engagement.** Many participants expressed support for the District’s vision, including the “15-minute city”, the new pedestrian bridge, new parks and their connection to Downsview Park and other existing green spaces, and sustainability goals. Many expressed interest in staying connected and learning more, especially about the timelines for construction. Many have also emphasized the importance of continued engagement and information-sharing with the local communities.
- Range of opinions on the proposed new development.** Some participants said they looked forward to new parks, restaurants, shops, and community amenities, while others were undecided or concerned about increased traffic, loss of a small community feel, and negative impacts of taller buildings on the existing single-family homes.
- Community services and facilities to support the anticipated growth.** Many participants spoke about the need for appropriate community services and facilities to support the anticipated growth, including schools, daycares, a community centre, a library, and others.
- Affordable housing options for families.** Several participants emphasized the need for more affordable housing in the area and across the City and were interested in knowing more about the type and location of affordable housing coming to the District. While many participants said they wanted the District to be family-friendly, some emphasized the need for providing affordable family-sized units.
- Recreation and entertainment.** Many participants said they would like to see more places to get together, enjoy entertainment, and play. Some shared ideas of community activities and facilities they would like to see in the District.
- Minimizing vehicular traffic impacts on local Ancaster streets.** Ancaster residents consistently expressed strong concern about vehicular traffic using local Ancaster streets to get to/from the new District to avoid traffic on bigger streets. Participants proposed keeping some of the local streets closed or open to public transit, cycling, or walking only; and making vehicular access to main streets through the local Ancaster streets more difficult to discourage through traffic.
- Less height for the buildings fronting Ancaster.** Ancaster residents said they would like the buildings closest to the existing Ancaster homes to be the least height possible (and no more than four storeys), with buildings gradually getting taller as they move away from the Ancaster community.
- Appreciation for Northcrest’s efforts to engage, listen, and respond to the Ancaster community.** Many appreciated Northcrest-led events at the Runway, The Hangars, and the XOXO art installations, although some were skeptical about the community’s influence on decisions. As the post-submission engagement unfolded, many expressed appreciation for Northcrest’s response to community feedback and increased engagement.



Community open house



Feedback from participants



SECTION 3

Vision and Structure

Taxiway West will be a vibrant, **thriving employment hub** built on Downsview's legacy of innovation and excellence. 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-rise 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-rise buildings, including affordable options, will be thoughtfully integrated and supported by a range of community infrastructure and amenities, including retail space and entertainment uses.



Walkable and Connected

Taxiway West will be a highly walkable and pedestrian-centered 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:

Welcome City Nature



City Nature brings together the built and grown fabric into an environment where nature and community thrive as one.

While City Nature underpins the whole District's development approach, there are three primary City Nature spines within the District: the **Downsview Park Bridge**, which creates a green link to Downsview Park by crossing over the rail; **Taxiway Street** with lush landscapes extending diagonally to meet the future Taxiway to the east; and **greenways** connecting key open spaces within and surrounding the District. 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.

Build on Legacy Assets



The District's recent history of aerospace innovation has left a mark: approximately a third of the developable land within Taxiway West is occupied by existing hangar and associated structures with a floor area of over 1.8 million square feet (165,000 square metres). Most of 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.

Establish Fine Grained Connections



The street network is composed of a diversity of fine-grained connections: shared streets, laneways, pedestrian paths and mid-block connections, which support an active approach to mobility that prioritizes user experience in the public realm. The diagonal Taxiway Street plays an important structuring role within the District as a pedestrian-first shared street.

The organization of public streets takes cues from the surrounding network, aligning with key streets such as Garratt Boulevard, Ancaster Road, and Hanover Road. The active mobility network further stitches into the evolving surrounding context, forming key links with broader cycling and pedestrian networks. These essential connections will form the District's backbone.

Foster Distinct Character Areas



Taxiway West is divided into four character areas.

The **North Sub-District** will be an employment anchor for the District.

Within the South-Sub District are three character areas: **The South Hangars** will welcome new industries into the legacy assets, reinforcing a commitment to employment and innovation, and providing retail and entertainment amenities; **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 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 5-minute walk from open space amenities integrated into a single network.

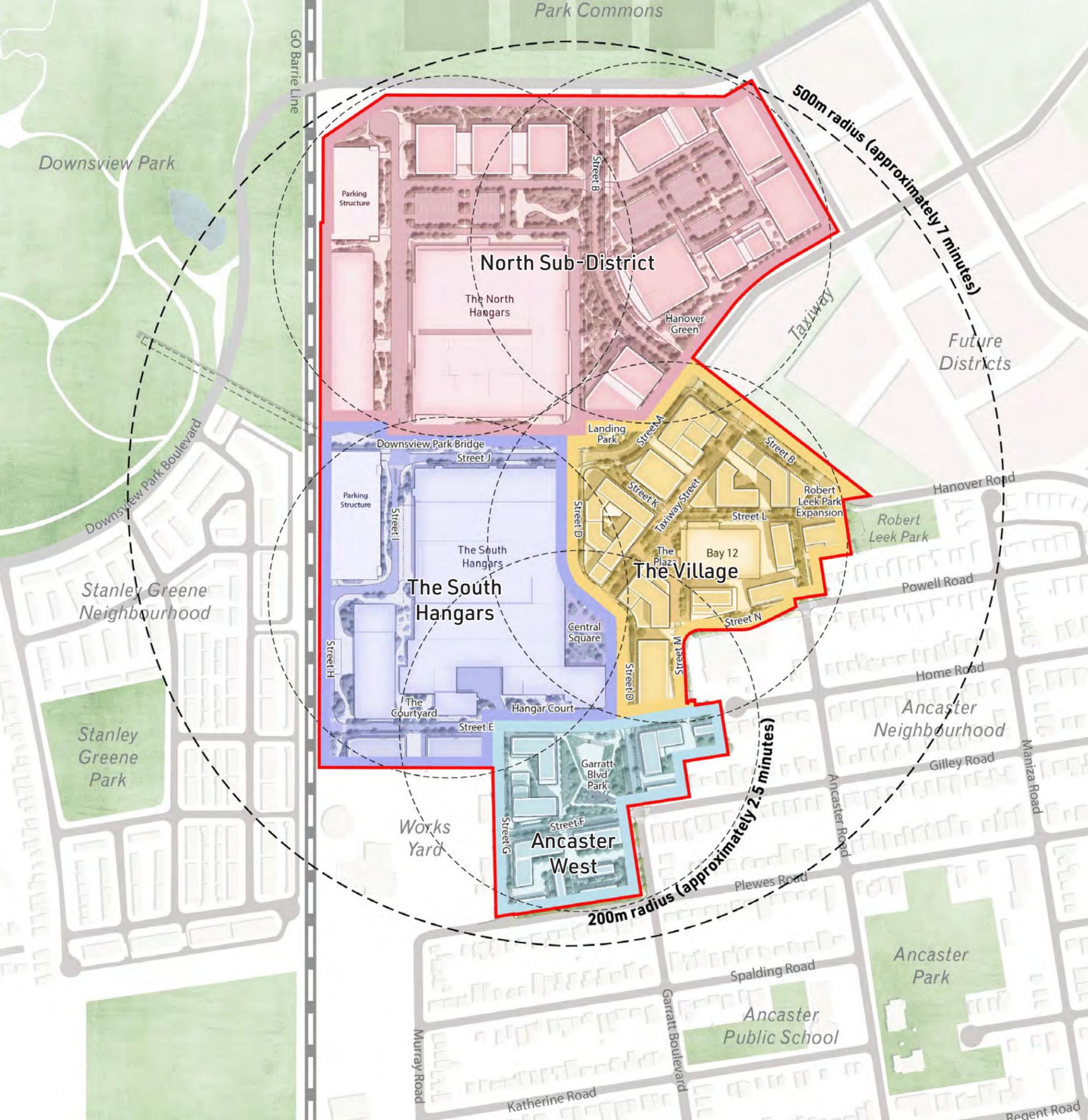
Each character area within the District will include community amenities and distinct open space offerings animated through thoughtful adjacencies. These open spaces will welcome recreation, City Nature and cultural programming.

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.

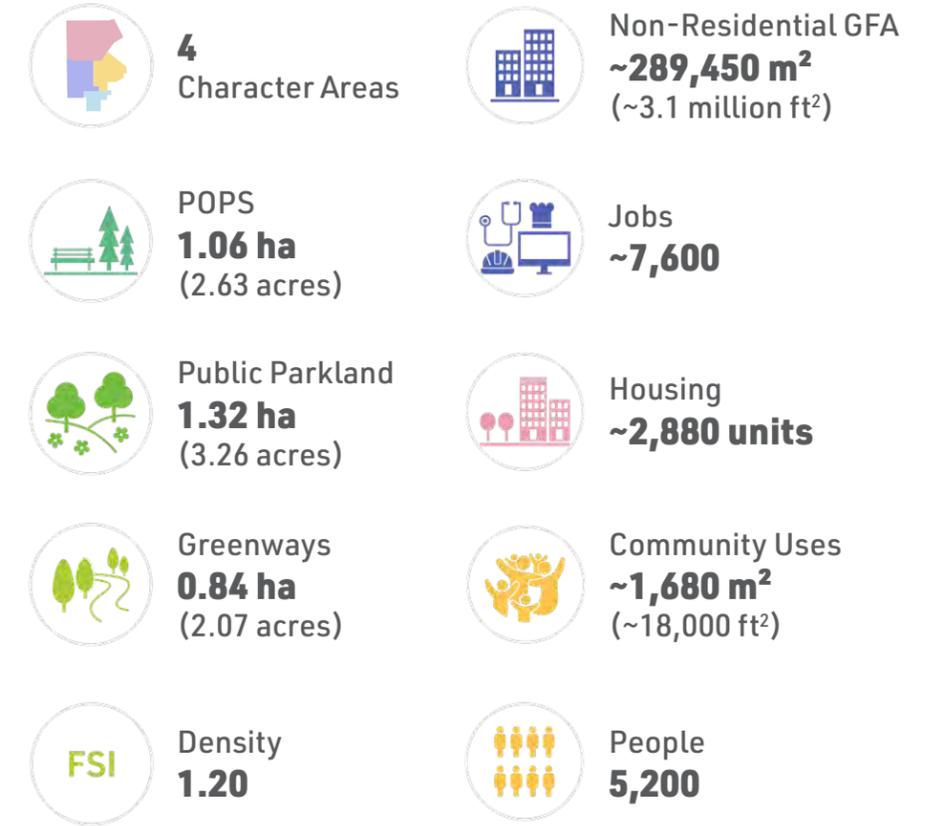
Distribute Height in Response to Context



The distribution of height and built form in the District reflects the presence of the existing hangar buildings and the adjacency of the low-rise Ancaster neighbourhood. Low-rise typologies (up to 4 storeys) are proposed along the south edge of the District to minimize impacts on the existing Ancaster neighbourhood and ensure a seamless transition between the existing and new residential communities. Buildings gradually increase to a mid-rise height (up to 14 storeys) surrounding Taxiway Street, contributing to a vibrant, mixed use area where wind and shadow impacts on parks and open spaces are minimized. Further north, large employment buildings are concentrated in the North Sub-District employment hub.



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

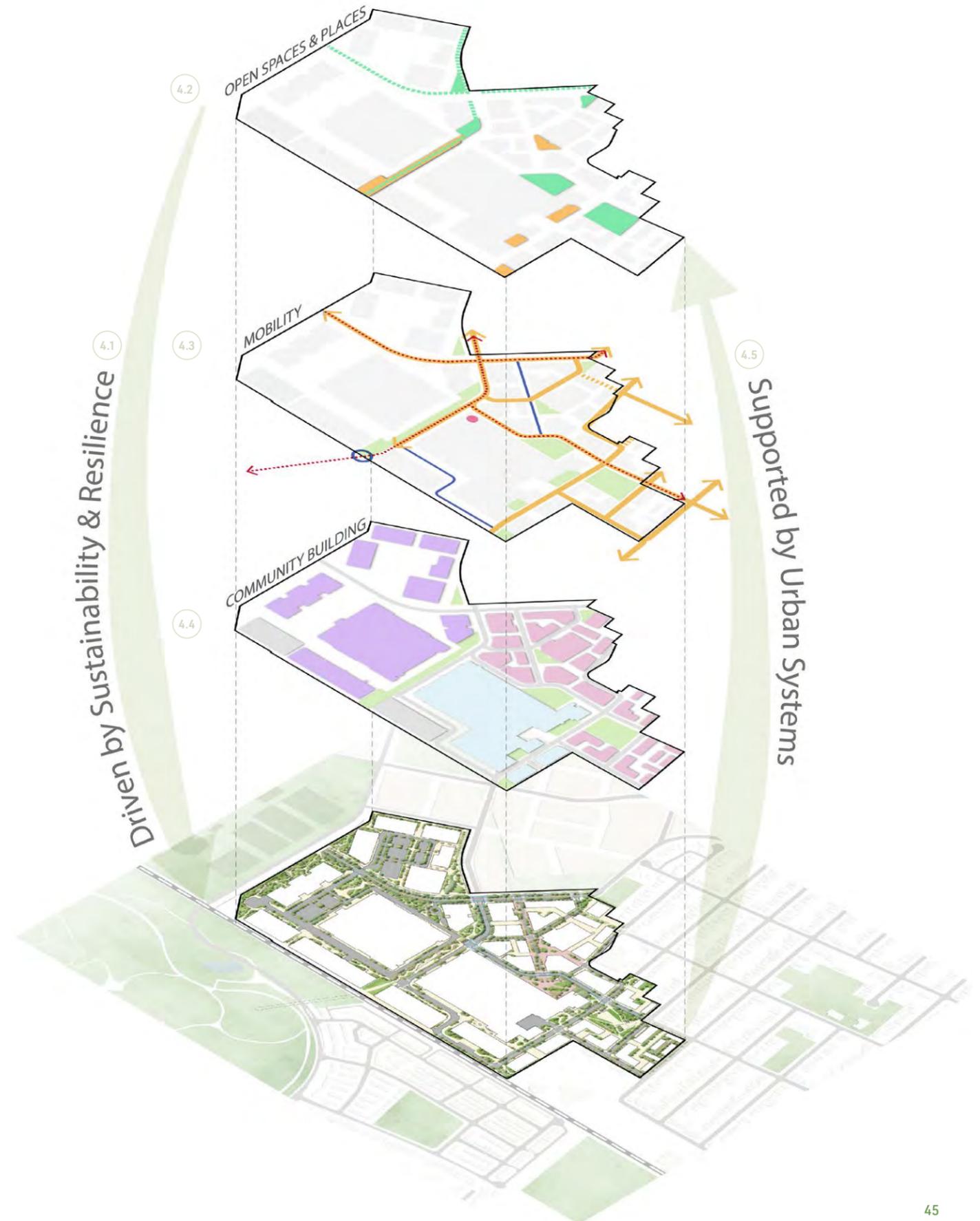
This section describes the organization of Taxiway West's mobility network, which prioritizes active modes and public transit and is made up of public streets, private streets, and active mobility connections.

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 takes a holistic approach that places sustainability and resilience at the centre of decision making to create a community that places healthier outcomes for individuals, the broader community, and the planet. All new buildings will target Tier 2 of the Toronto Green Standards ("TGS") Version 4 or higher.

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 support ecological function and stormwater management, improve access to nature, and contribute to microclimate comfort. These strategies set the groundwork for a more resilient and biodiverse urban environment.



Community

Embracing community health and well-being are key outcomes for the District. 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. A variety of community development actions have been identified as responses to the Downsview Community Development Plan. To foster diversity and equity, the District will include homes of diverse forms, tenures and affordability levels. 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 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, community amenities, and public art

- Includes a diversity of open spaces – Parks, privately owned public spaces ("POPS"), plazas, squares, courts, and greenways 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.
- Provides community facilities as well as affordable retail spaces that encourage social enterprise and support local businesses. See Section 4.4.3 – Land Use.
- Advances a collaborative process to the design of open spaces and public art, rooted in an inclusive understanding of placekeeping. See Sections 4.2.2 – The Open Space Network & 4.2.3 – Public Art.

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.

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.

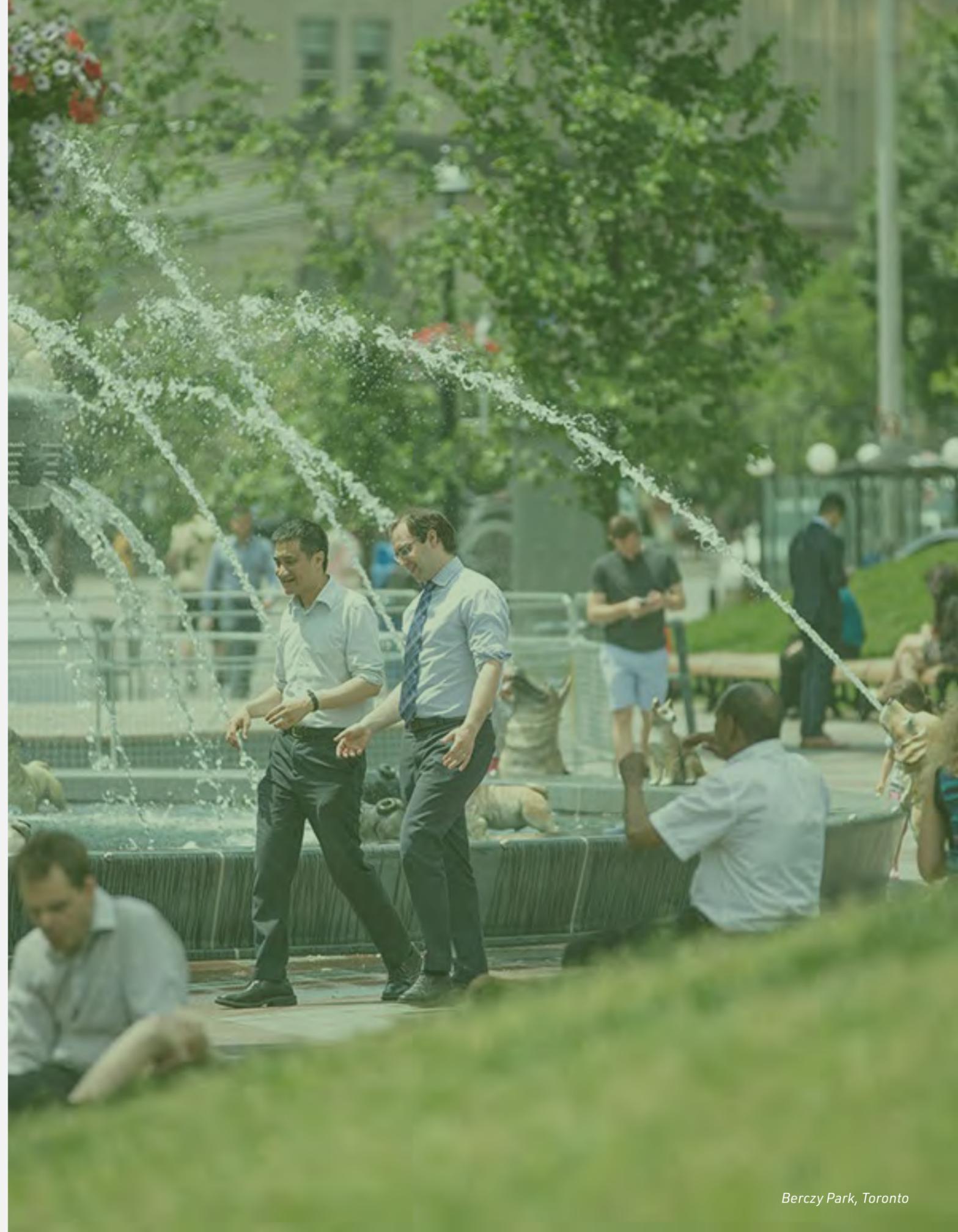
Advances the priorities of the Downsview Community Development Plan

- Identifies District-level responses to the actions outlined in the Downsview Community Development Plan, including interim site activation and long-term actions to advance equity and build stronger communities at Downsview. See Section 4.4.3 – Land Use & Taxiway West District Community Development Plan Response Report.

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 its heritage and exciting future. 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, climate resilience, and active and 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

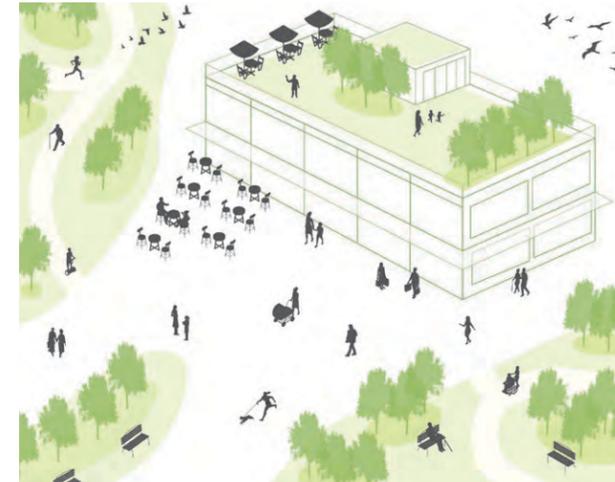
Distribute open spaces and create varied open space experiences

Public parks, privately owned publicly-accessible spaces ("POPS") and greenways 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 make the District an attractive destination.

02

Reinforce connections between open spaces, especially Downsview Park

Streets and other key active mobility 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 will also make the Downsview Park Bridge a destination of its own: an iconic place to be experienced in the District.



03

Cultivate City Nature

Open spaces in the District are connected by streets and greenways, woven into a comprehensive open space network that welcomes nature into urban life. This connected network of open spaces will contribute to the health of future residents, workers, and the planet. They will provide stormwater management support, while also creating a comfortable microclimate that responds to the local conditions and promoting solar access throughout the public realm in all seasons.



04

Contribute to placemaking and placekeeping

Enabling arts and 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 to honour the legacy of the lands and create a sense of community through the design and naming of spaces, public art, and programming. 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

The open spaces in the District are distinct and varied, so that no two open spaces will be the same. Each place will respond to their specific adjacencies to deliver unique public realm experiences, spark joy, and inspire a sense of discovery.

The open space network for the District is also designed to support innovation and the future of work. Employers who choose to locate in Taxiway West District will be drawn, in part, to these board rooms or collaborative studios surrounded by nature.

The open spaces within the Taxiway West District will be shaped by a process of placekeeping that aim to create a variety of special places for residents, workers and visitors to enjoy year-round.

This section introduces each of the various special places in the District that will enrich the experience and animate life in Taxiway West District.

Forming a Network

The District Plan will deliver a total of 3.2 hectares of new local parks and open spaces, which form the foundation of the District's public realm, including:

- **Parks:** Central Square, Garratt Blvd Park, Landing Park, Hanover Green, and Robert Leek Park Expansion;
- **POPS:** Downsview Park Bridge, The Plaza, Rail POPS, and Hangar Courtyards (The Courtyard and Hangar Court); and
- **Greenways:** along Street A and Street B.

The public realm will be further complemented by streets within the District, as well as additional open spaces and laneways to be identified in the future through the detailed design of each block.

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 291-acre national urban park beloved by the wider community. The proposed open spaces will connect with Downsview Park, as well as an evolving ecosystem of parks and open spaces in the surrounding area, including the re-imagining of the Runway and future extension of the Taxiway to the north-east, and the future Taxiway East District Major Park to the east. The proximity and accessibility of these surrounding open assets will be considered in the programming of the District's parks and open spaces.

A Process of Placekeeping

Open spaces within the District will acknowledge the area's Indigenous histories and the 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 placekeeping: the care and maintenance of the social and physical fabric of place.

Placekeeping 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 Rights Holders.

Northcrest has begun preparing the Taxiway West District Parks Plan. In collaboration with the City, the Parks Plan will detail how public parks within the District will be designed and programmed. An important part of this work will be enhancing the visibility of Indigenous peoples, histories and living cultures, and the diverse communities that call Downsview home, through the naming and design of parks and open spaces.



The District's Key Places



Downsview Park Bridge



The Atrium



The Courtyard / Hangar Court



Garratt Blvd Park



Rail POPS Park

Downsview Park

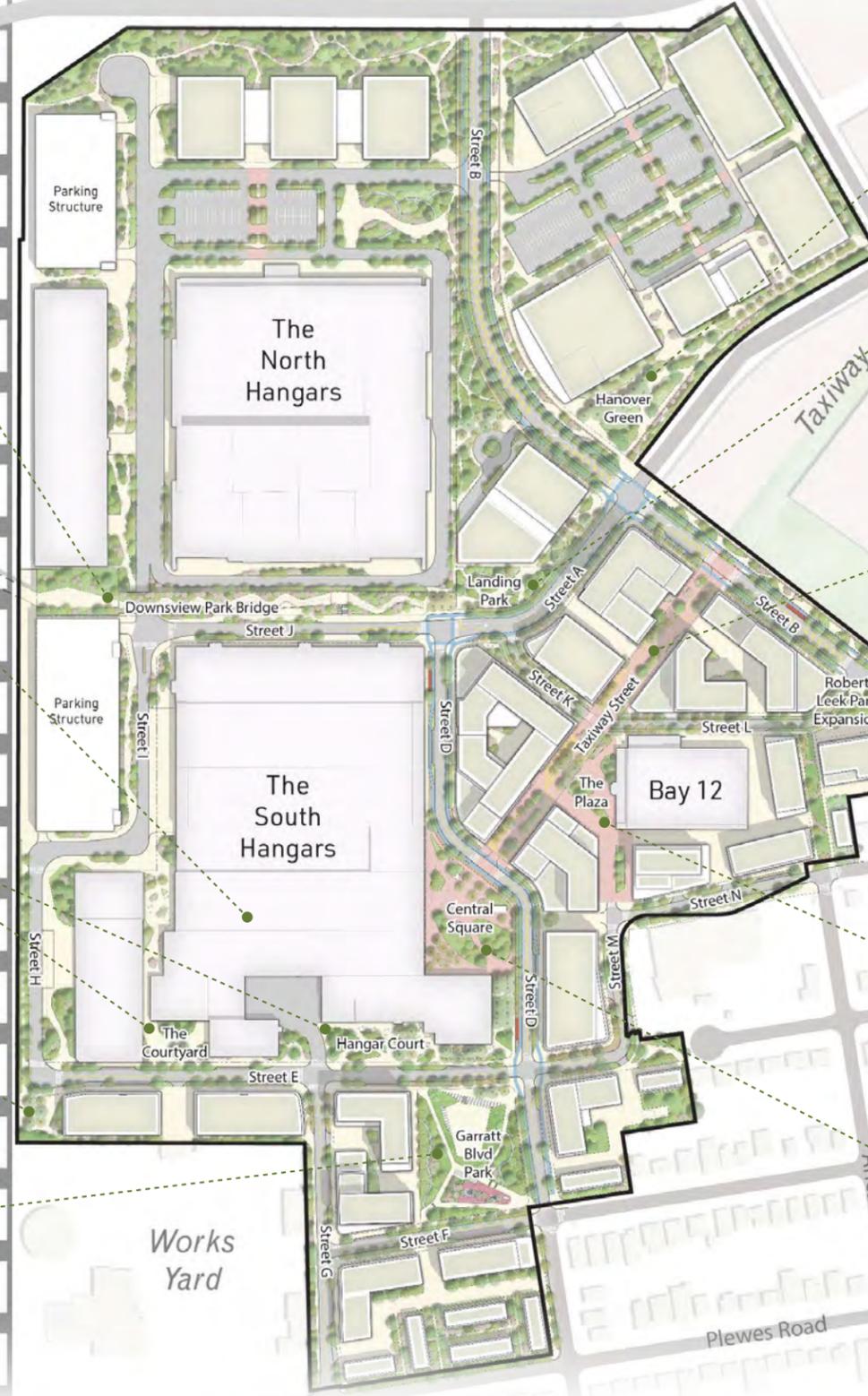
GO Barrie Line

Downsview Park Boulevard

Stanley Greene Neighbourhood

Stanley Greene Park

Works Yard



Hanover Green



Landing Park



Taxiway Street



Robert Leek Park Expansion



The Plaza



Central Square

Futu Dist

Taxiway

Hanover Road

Robert Leek Park

Powell Road

Home Road

Ancaster Neighbourhood

Gilley Road

Plewes Road

Ancaster Road

Vaniza Road



Artistic rendering of Central Square looking towards the hangars



Size: 3,850 m² (0.95 acres)

Public Park

Central Square

Central Square will be a public park and civic space located at the terminus of Taxiway Street, where it intersects with Street D (the extension of Garratt Boulevard) and the entrance to the South Hangars. It will measure approximately 3,850 square metres (0.95 acres).

Due to its central location, Central Square is envisioned as the District's collective living room, with a focus on providing workplace amenities due to its location adjacent to the employment uses within the South Hangars. The Square will offer food and beverage venues, seasonal activities, and a range of spaces for people to gather, connect, and eat.

Transforming throughout the day, Central Square will evolve to meet the needs of its diverse users, with activities that may include: in the morning, cafe overflow; during the day, outdoor meeting rooms; and in the evening and weekends, gathering spaces both as audience seating and a stage for the urban ballet.



Figure 4: Craft Sake Week, Roppongi Hills, Tokyo



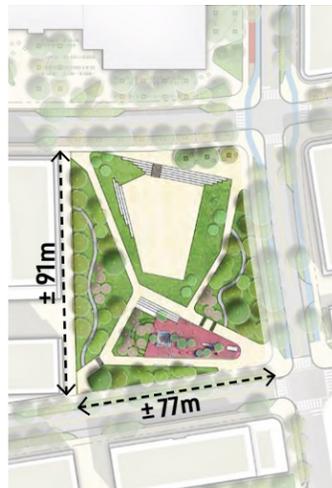
Figure 5: Pacific Park Plaza, Dallas



Figure 6: The Barn Brewery, West Sacramento



Artistic rendering of Garratt Blvd Park within Ancaster West



Garratt Blvd Park

At 6,180 square metres, Garratt Blvd Park will serve as a large local public park. This new public park will be located at the intersection of Street D (extension of Garratt Boulevard) and Street E (extension of Home Road), and connect the park to the existing Ancaster Neighbourhood. As a result, the park will be a key open space gateway to the District.

The park will provide diverse programming, and be a new open space amenity where families can come together to play, relax, and connect with nature. The park will be designed to respond to the surrounding uses: along the eastern, southern and western edges, the park interfaces with primarily residential uses. To the north, the park is adjacent to employment, institutional and entertainment uses planned within the South Hangars.

In addition to the diverse, community-serving programs, Garratt Blvd Park will also be a green oasis. With lush green 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 to be designed as floodable spaces during 100-year storm events and contribute to the resilience of the surrounding community.

Size: 6,180 m² (1.53 acres)

Public Park



Figure 7: Nature's Playground at the Adelaide Zoo, Australia



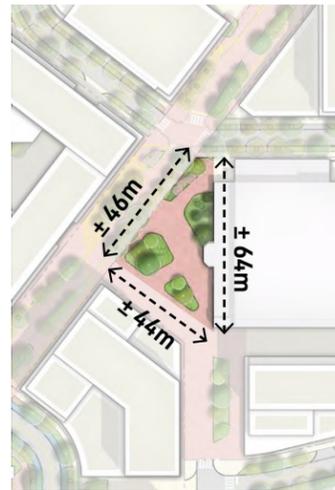
Figure 8: Solitude Park in Banbridge, Northern Ireland



Hangar Skate, Downsview



Figure 9: Water Square, Benthemplein, Rotterdam



Size: 1,240 m² (0.31 acres)

POPS

The Plaza

Located along Taxiway Street in front of the Bay 12 building, the Plaza is envisioned as an open-air gathering space that 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 Taxiway Street on another, the Plaza will be where people gather for festivals and enjoy lively cultural events.

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

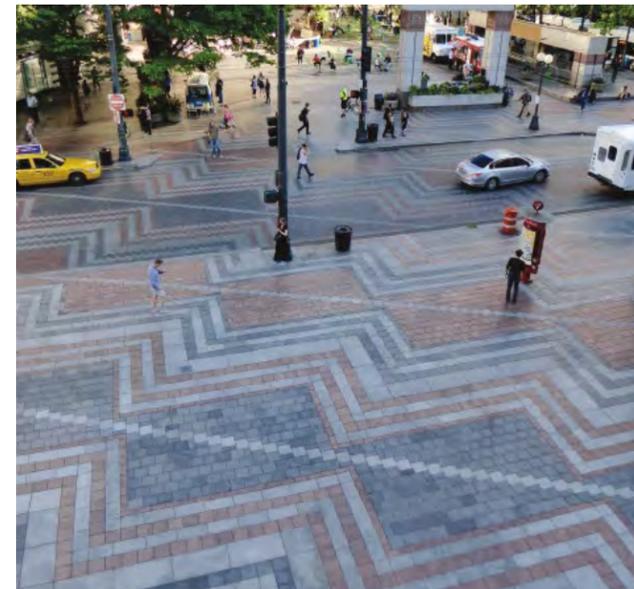


Figure 10: Westlake Park, Seattle



Figure 11: Outdoor performance, Lincoln Centre



Artistic rendering of the Plaza



Figure 12: Picnic-goers playing games, Bryant Park, New York

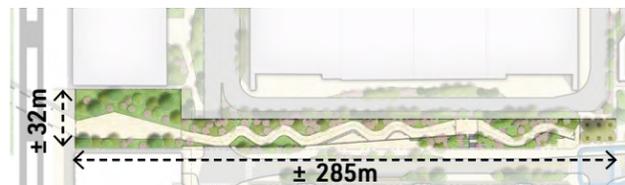


Figure 13: Spinning Tops installation, High Museum, Atlanta



Artistic rendering of the Downsview Park Bridge

Downsview Park Bridge



Size: 5,150 m² (1.27 acres)

POPS

Downsview Park Bridge will be both an important connection to a beloved open space, and an iconic destination in and of itself. With a shared active mobility path, the Park Bridge will open a new access to Downsview Park from the District and the surrounding community. Rising up from Landing Park from the east, Downsview Park Bridge will connect over the Barrie GO rail line to Downsview Park, and provide a panoramic view of the City.

Downsview 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 Secondary Plan area is developed, Downsview Park Bridge will be a connection that current and future population will enjoy and cherish. The entrance to the bridge is adjacent to the proposed Shared Mobility Hub, which will contribute to moving people in and out of the District to the east and west.



Conceptual elevation plan of the Downsview Park Bridge



Figure 14: The High Line, New York City



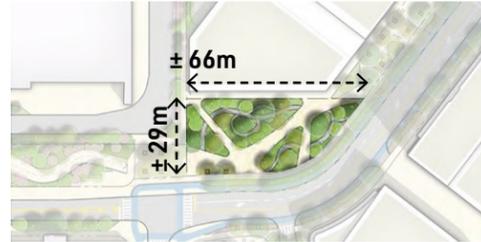
Figure 15: The High Line, New York City



Artistic rendering of the Downsview Park Bridge entrance

Landing Park

Landing Park is a public park situated at the foot of Downsview Park Bridge, adjacent to the proposed Shared Mobility Hub, and connected to the greenway along Street A. Landing Park will be a green node along the east-west greenway, providing opportunities to pause and enjoy a moment of respite, and be immersed in nature.

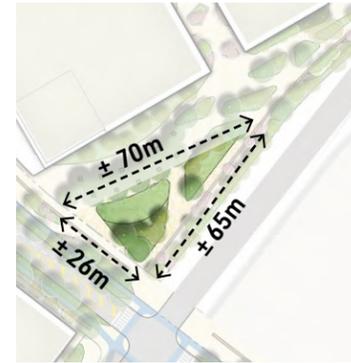


Size: 240 m² (0.06 acres)

Public Park

Hanover Green

Hanover Green is a public park located at the fulcrum of employment uses to the north, mixed-use areas to the south, and the future Taxiway East District to the east. The park is located at the intersection of key public streets (Street A and Street B) and greenways, and will act as an anchor for the greenways and provide opportunities for rest.



Size: 860 m² (0.21 acres)

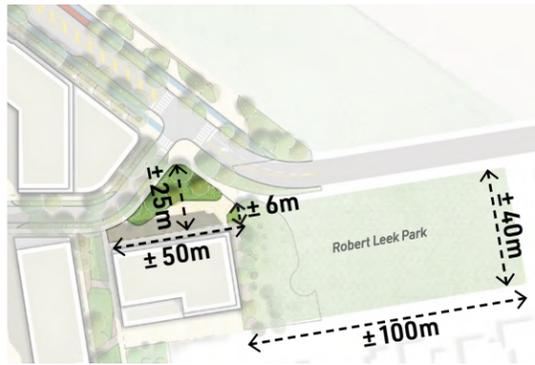
Public Park



Figure 16: Television Centre, London, UK



Figure 17: Place Gambetta plaza and garden, Bordeaux, France

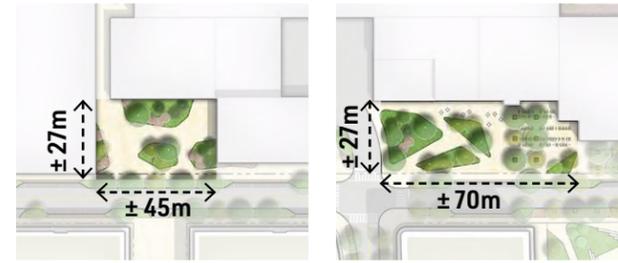


Robert Leek Park Expansion

The District Plan provides opportunities not only to create new open spaces, but to also expand parks that exist today. The Robert Leek Park Expansion is a proposed extension of Robert Leek Park. Robert Leek Park Expansion will create a larger neighbourhood open space to provide a visual and physical connection between the District to Robert Leek Park.

Size: 750 m² (0.18 acres)

Public Park



Size: 1,240 m² (0.31 acres) for The Courtyard & 1,840 m² (0.45 acres) for Hangar Court

POPS

Hangar Courtyards

The Courtyard and Hangar Court are framed on three sides by the South Hangars, and are open to Street E to the south. The surrounding hangar walls will provide a sense of intimacy and character with their industrial architecture. The open-air concept of these courtyards will allow for these spaces to become places for respite, where employees can take a break, gather, socialize and collaborate. Additionally, depending on the ultimate placement of the proposed daycare centre, Hangar Court could be used as the outdoor play space for the daycare.



Artistic rendering of Robert Leek Park Expansion



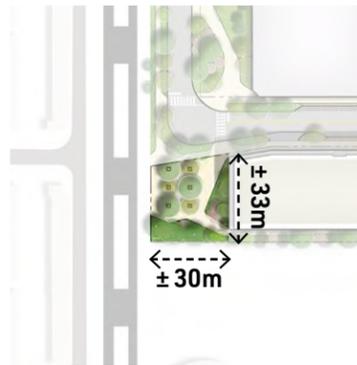
Figure 18: Paley Park, New York City



Figure 19: 8 Spruce Street Courtyard, New York City



Figure 20: Paley Park, New York City



Rail POPS

Located in the southeast corner of the District, Rail POPS is located adjacent to the GO rail lines. Putting the emphasis on landscaping and green areas, Rail POPS will offer smaller scale activations focused on slow paces and quiet experiences where employees can stop to have a meal or meet up with colleagues.

Size: 920 m² (0.23 acres)

POPS



Figure 21: Ginza Six Garden, Tokyo

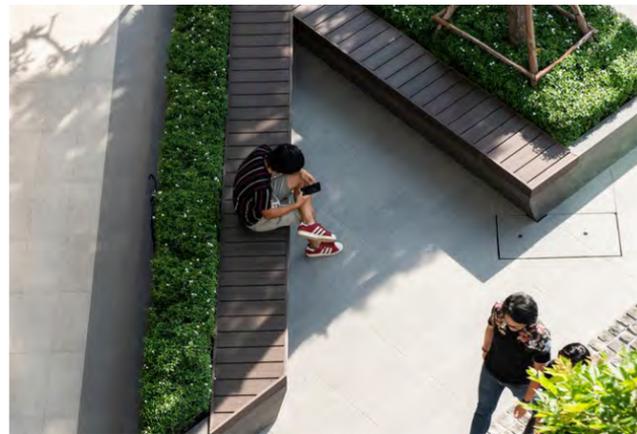


Figure 22: Park space outside Bhira Tower, Sathorn, Bangkok



Figure 23: Astera Pride on Rama II, Sathorn, Bangkok

Greenways

Greenways are linear green spaces that facilitate connectivity between parks and open spaces. They provide important support for active mobility, stormwater management, and biodiversity.

10-metre wide landscaped greenways are proposed along the edges of Street A and Street B, totalling approximately 8,380 square metres (2.07 acres). Greenways will connect existing and future parks including Downsvie Park via Downsvie Park Bridge and Landing Park (which are functionally part of the greenway system), Hanover Green, Landing Park, Robert Leek Park Expansion and Robert Leek Park, and the future Taxiway East District Major Park.

In alignment with the Downsvie Secondary Plan, greenways will support active mobility throughout and beyond Taxiway West by expanding adjacent sidewalks and open spaces with direct, legible and continuous green connections.





Artistic rendering of the Atrium



Figure 24: Brooklyn Navy Yard

The Atrium

The Atrium is imagined as a publicly accessible indoor space and a common artery within the South Hangars. It is envisioned to create a pedestrian link through the hangars, breaking up these legacy structures into distinct workplaces. It will be a weather-protected concourse with retail units of various sizes, such as a mix of food and beverage offerings, retail shops, specialty services, and engaging maker spaces that will help make this place a retail destination and contribute to attracting employment tenants to the South Hangars and the broader District. Furthermore, opportunities for art installations, entertainment and

experiential offerings, co-working spaces, and other employment spaces will offer curious visitors glimpses into all kinds of creative industries and innovation operating in the South Hangars.

The ultimate size, shape, and details of the Atrium are subject to a future detailed design process. However, the vision and intent will be maintained: the Atrium will improve pedestrian mobility within the Hangars, create a destination to invite people in, and support the residents, workers, and visitors to the District.



Figure 25: Gabi Coffee and Bakery, Las Vegas



Figure 26: Kew Gardens, United Kingdom



Artistic rendering of the Atrium



Artistic rendering of the Atrium

4.2.3 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.

Public art within Taxiway West District will be guided by the Taxiway West District Public Art Plan, and will align with the Downsview Lands Public Art Strategy, to implement public art that pays homage to Downsview's unique identity, both past and future: creating a cohesive story that runs through the whole public realm.

The District Public Art Plan will support the implementation of innovative artworks and art practices that are bold, unexpected, and unique within Toronto, reinforcing the District's commitment to creativity and forward-thinking design. This approach not only promotes placemaking but also emphasizes placekeeping, ensuring the conservation and celebration of cultural heritage and living tradition.

Public art will be implemented through collaboration with the City, Indigenous, Black, and other equity-deserving groups, local residents, workers, and artists of diverse backgrounds. Championing equity, inclusivity, and social sustainability, the public art program will actively engage with these communities.

Opportunities to weave Indigenous living history into the public art and storytelling for the District will be an important priority, amplifying the cultures of the Rights-Holding Anishinaabe, Haudenosaunee, Wendat, and urban Indigenous peoples. Continuous collaboration with Indigenous artists, elders, and storytellers will enable public art to reflect and share Indigenous traditions, knowledge, and culture.



"The People of Downsview Land" by Astrosankofa Artist Collective



"FLOAT" by Jacquie Comrie, Bay 12 doors

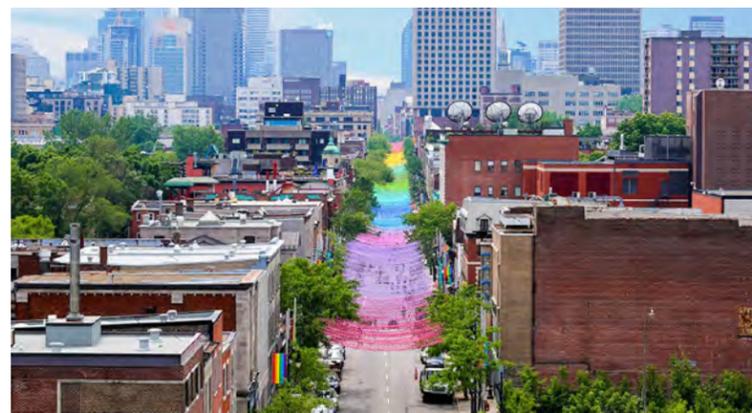
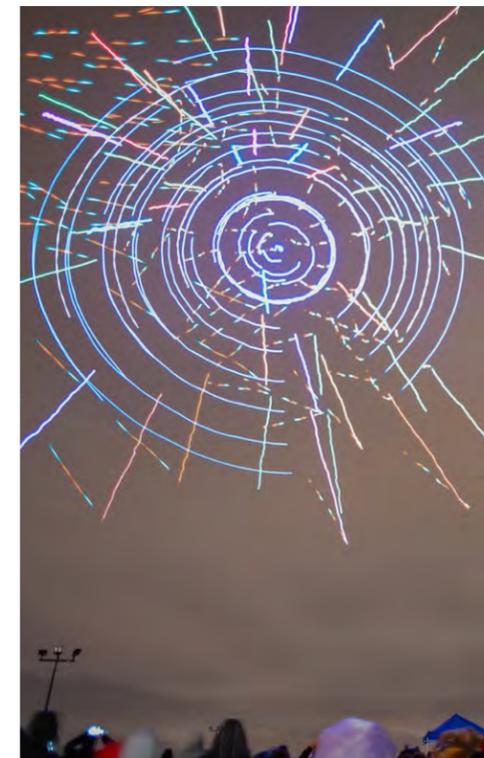


Figure 27: Rue Ste.-Catherine, Montréal



Windrose "Born in the North" by Chris and Greg Mitchell in Downsview Park as part of the XOXO Downsview public art installation



Drone show at Downsview



"The Painted Path" by Jieun June Kim, as part of the XOXO Downsview public art installation

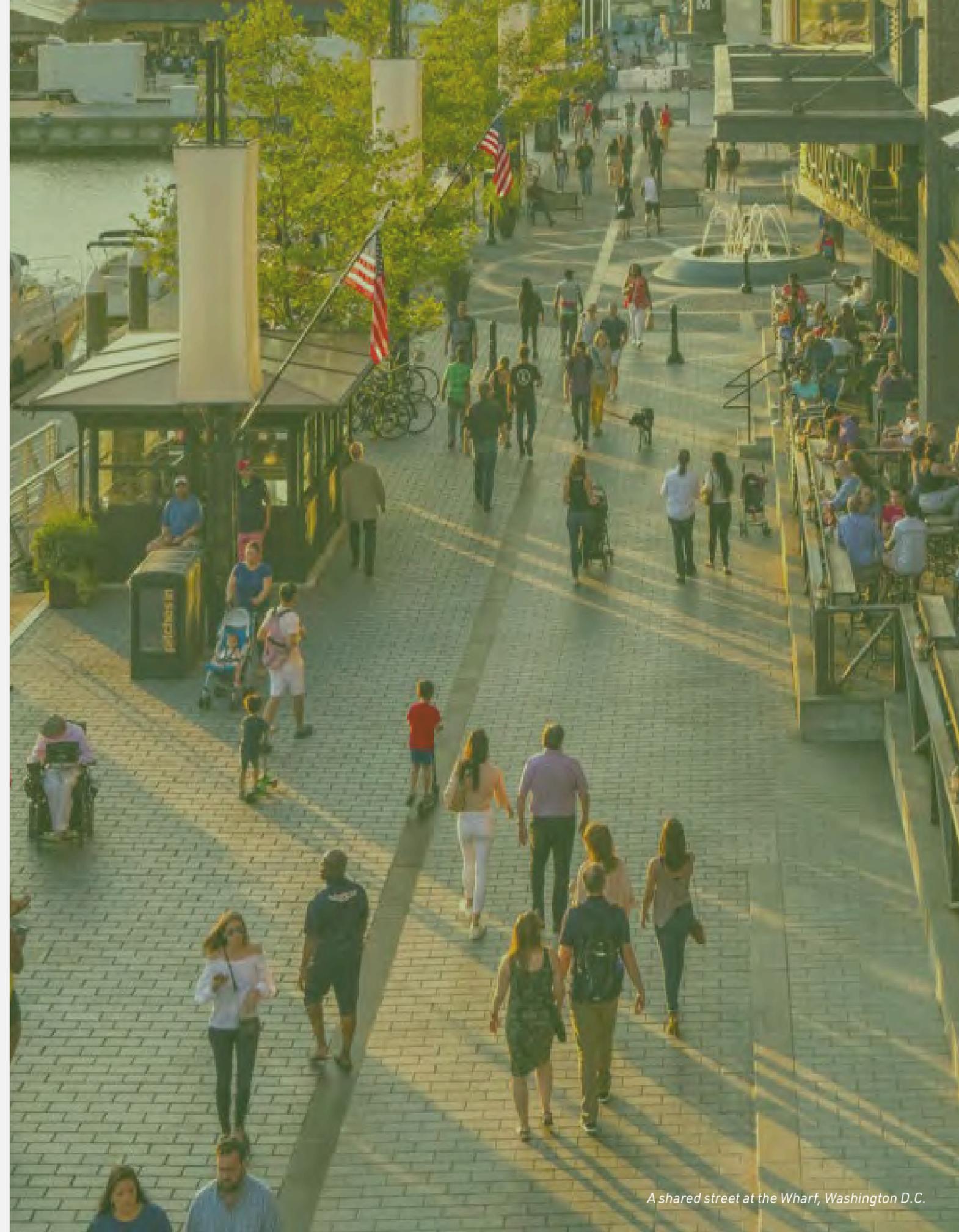


"Ulysses Curtis Mural" by Danilo De-luxo, as part of the XOXO Downsview public art installation

4.3

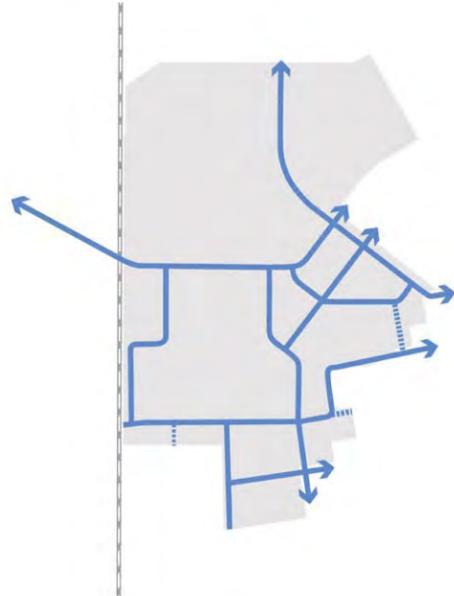
Mobility

For nearly a century, the Taxiway West District lands have been disconnected and inaccessible from their 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; to promote environmentally responsible development; and to 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.



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 to provide key vehicular and active mobility connections - both within the District, and to the surrounding areas including Ancaster neighbourhood, Park Commons, Downsview Park, and the future Taxiway East District. Dedicated and shared cycling routes will be introduced and will build on the city's growing cycling network. Additional active-only connections will enhance walking and cycling mobility to and from the District.



02

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

In alignment with the Secondary Plan, the District strives towards a paradigm shift away from the private automobile, towards more sustainable modes of transportation: walking, cycling and rolling. Within the mixed use areas of the District, an exceptionally fine-grained network of streets will create 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. Within the employment areas of the District, larger blocks with municipal street frontages ensure the flexibility required for employment uses and tenants, with future active mobility connections to be identified at detailed design stages.



03

Design Complete Streets that emphasize placemaking and pedestrian experience

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



04

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

Out of the Secondary Plan area, the District is located farthest from the existing high-order transit stations - Downsview Park GO/TTC, Sheppard West, and Wilson. There is a strong need to introduce transit routes and cycling infrastructure to support convenient last-mile connections. In the initial site activation, a private shuttle service is proposed to bridge the gap in transit connectivity prior to improved local transit services becoming available. 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 vehicular parking supply provisions to be optimized as the District is built out and when more transit becomes available.

4.3.2 A Multi-Modal Network

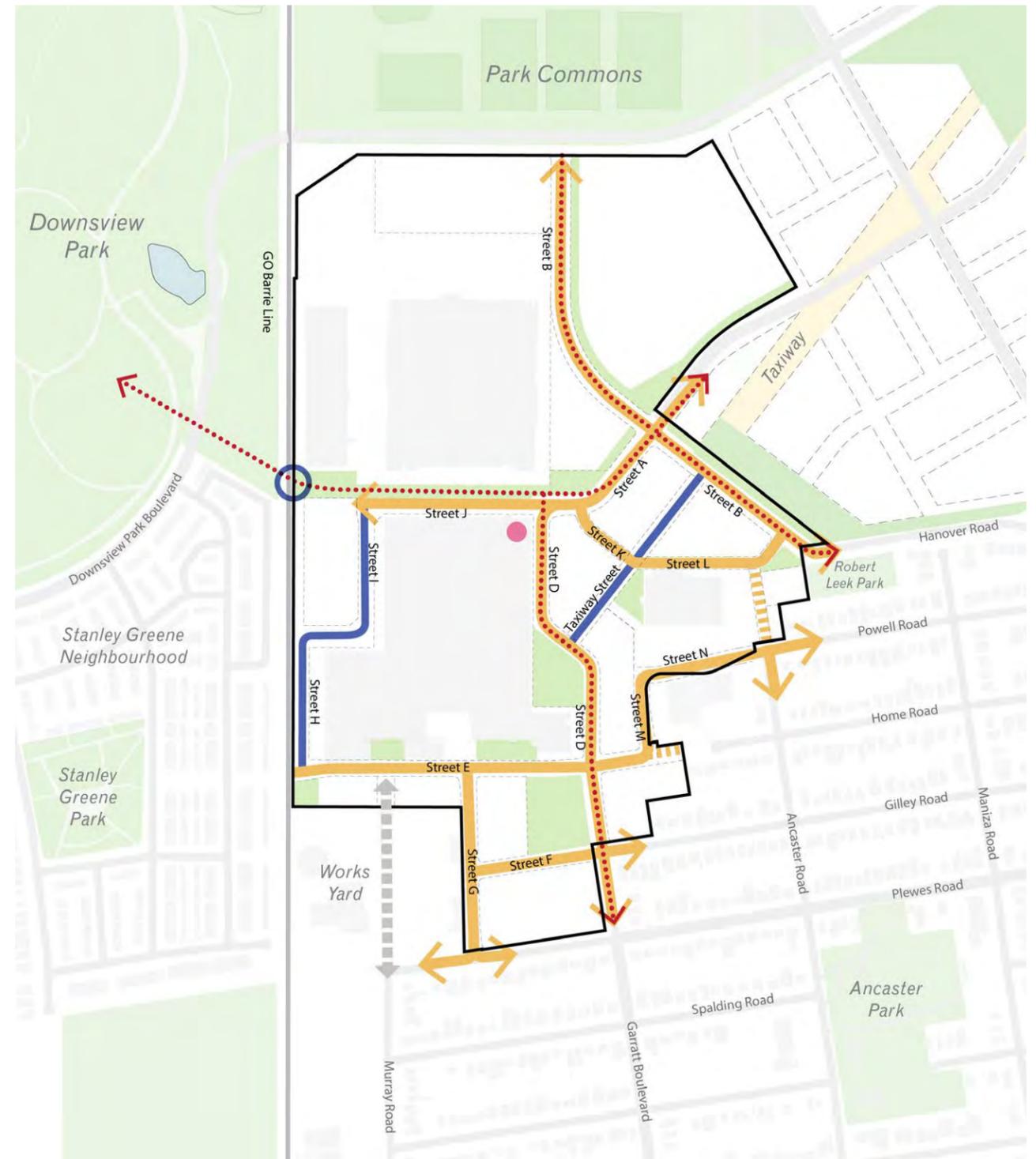
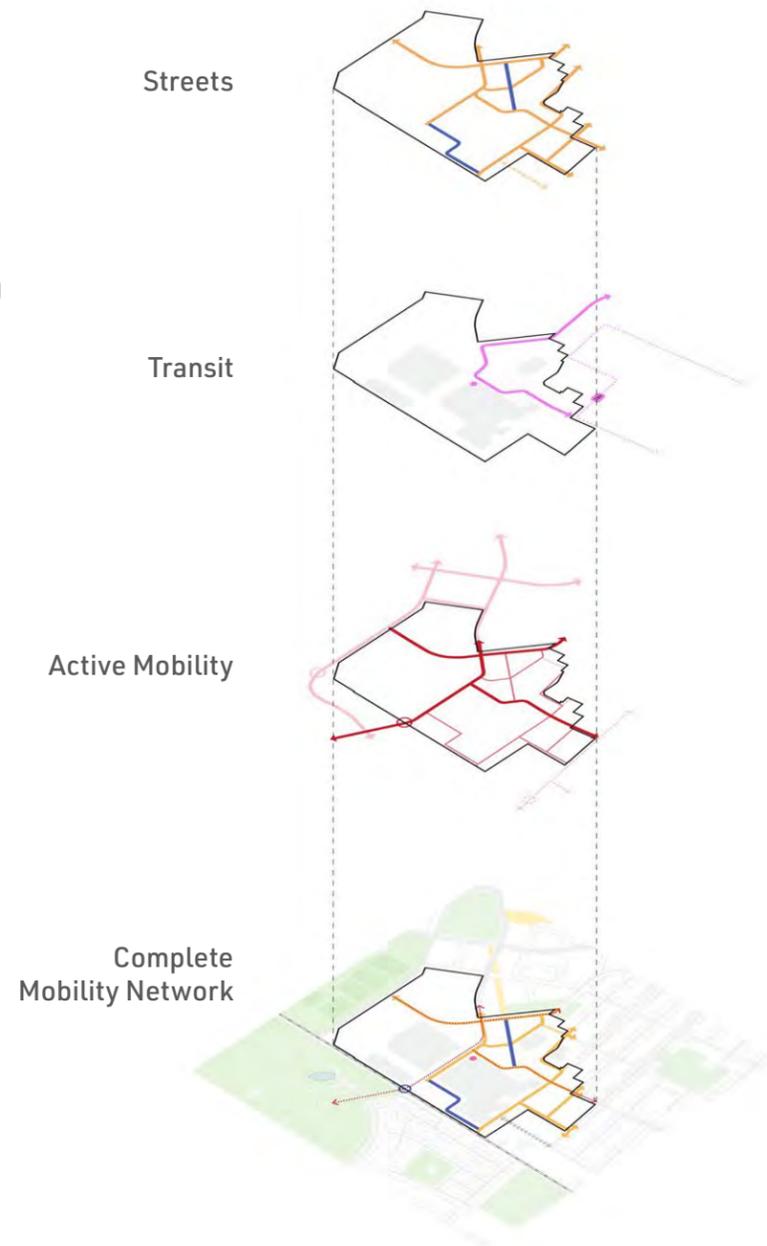
The District introduces a system of municipal streets, private streets, active mobility connections and transit routes to form a complete mobility network.

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 green infrastructure system, and opportunities for cultivating City Nature, both of which advance the objectives of community health and resilience.

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



- Taxiway West District
- Proposed Public Streets
- Proposed Private Streets
- Proposed Public Walkways
- Potential Future Public Street Extension
- Parks and Open Spaces
- Proposed Cycling Tracks
- Proposed Rail Crossing
- Shared Mobility Hub*
*the ultimate size, location and details are to be determined

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.

In alignment with the Secondary Plan, streets within the District will be designed based on a Complete Streets approach, prioritizing convenient, safe, comfortable, and accessible travel choices “to accommodate all users - pedestrian, cyclists transit services, and motor vehicles” (Complete Street Guidelines, 2017).

Taxiway West will introduce a network of municipal streets with select private streets. The proposed locations and orientations of 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. North and east of the District, municipal streets will connect to proposed street extensions in the broader Secondary Plan Area, including Downsview Park Boulevard.

Together, this network will form connected and comfortable spaces that are seamlessly interwoven with one another, contributing towards creating a vibrant, walkable, connected and comfortable urban environment.



Figure 28: Market Street, Toronto



Figure 29: Mariahilfer-Strasse, Vienna

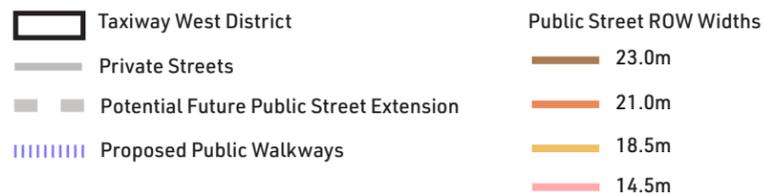


Figure 30: The Wharf, Washington D.C.



- Taxiway West District
- Downsview Secondary Plan (2024)
- Proposed Public Streets
- Proposed Private Streets
- Proposed Public Walkways
- Potential Future Public Street Extension
- New Major Streets (Downsview Secondary Plan)
- Green Spine (Downsview Secondary Plan)
- The Runway and Taxiway (Downsview Secondary Plan)

Municipal Streets



The District introduces a network of municipal streets, with varying right-of-way ("ROW") widths ranging from 14.5 to 23 metres depending on their role, such as the need to accommodate dedicated cycling facilities and transit infrastructure (surface transit routes and stops). Overall, a key objective for the design of streets is to rightsize the ROW widths to create a compact urban environment that achieves the safety, comfort and accessibility of all abilities and ages.

The wider 23m ROWs associated with Streets A and B are also to accommodate truck activity for office and light industrial uses proposed in the North Sub-District and a portion of the South Sub-District. More information about servicing for Taxiway West can be found in the Master Environmental Servicing Plan ("MESP").

Municipal streets will also incorporate green infrastructure (e.g. permeable pavers, rain gardens, low-impact development strategies) 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.

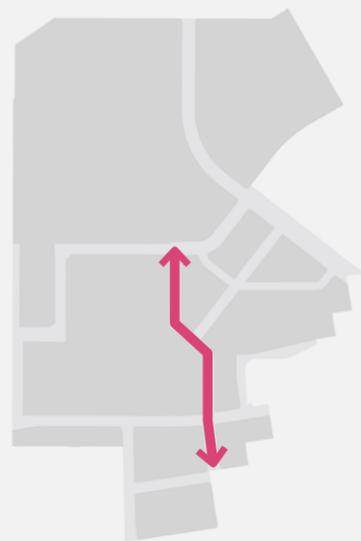
Proposed municipal streets are:

- **Street A (23m)** - A new street connecting to the future Taxiway East District to the east
- **Street B (23m)** - Extension of Hanover Road
- **Street D (21m)** - Extension of Garratt Boulevard
- **Street E (18.5m)** - A new east-west street connecting private streets H and I to Street M
- **Street F (18.5m)** - Extension of Gilley Road
- **Street G (18.5m)** - A new north-south street connecting Street E and Plewes Road
- **Street J (18.5m)** - A new east-west street connecting private streets H and I to Street A
- **Street K (14.5m)** - A new east-west street connecting Street A and Taxiway Street
- **Street L (14.5m)** - A new east-west street connecting Taxiway Street and Street B
- **Street M (18.5m)** - A new north-south street connecting Street E to Street N
- **Street N (18.5m)** - Extension of Powell Road

Spotlight on Street D: A Connector of Special Places

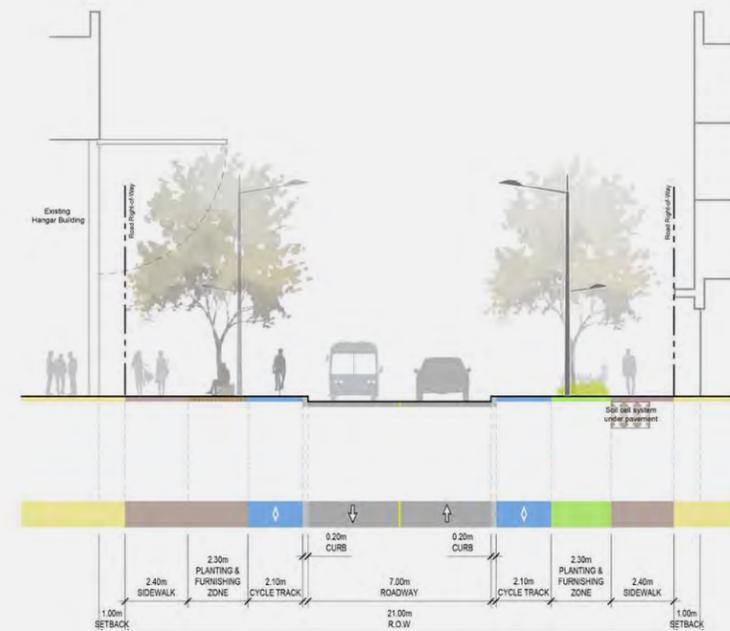


Artistic rendering of Street D



Street D extends from Garratt Boulevard to Street A, and interfaces with all three character areas within the District - the South Hangars, the Village and North Sub-District. It connects notable elements, including Garratt Blvd Park, Taxiway Street, Central Square, the South Hangars, the Downsvew Park Bridge and Landing Park.

Bulb-outs and frequent pedestrian crossings are envisioned to slow the pace of vehicular movement to create a safe and comfortable pedestrian environment. As a pedestrian-focused street, Street D will not only accommodate generous sidewalk boulevards and safe travel speeds, but will also include dedicated cycling facilities and features that encourage activities to spill out into the public realm. Street D is also part of the proposed local bus transit route within the District, with bus stops integrated into the proposed ROW design.



Conceptual cross section of Street D

Private Streets



Three private streets - Taxiway Street, Street H and Street I - are proposed in addition to the system of municipal streets. All private streets will be publicly accessible.

In the case of Taxiway Street, private ownership allows alternative design standards and technologies, including a shared street design to promote pedestrian mobility and public realm vibrancy; special and permeable materials that contribute to a distinct sense of place; and incorporation of new green infrastructure technologies for stormwater management. It also allows the creation of a signature space to form the pedestrian spine of the District, which can periodically be programmed for public events and community gatherings. Taxiway Street is aligned with, and will connect to the planned Taxiway in the future Taxiway East District, an active transportation-focused link envisioned in the Secondary Plan Area.

The private ownership of Taxiway Street also allows underground parking and loading to be consolidated between development blocks, and at the same time, allow for fine-grained development blocks and a high degree of pedestrian porosity at ground level.

Streets H and I are connected and will essentially operate as a single, cohesive street to support the loading functions for the South Hangars. Their private ownership ensures that they can be designed to accommodate loading and servicing needs for employment uses, and at the same time, allow a safer and more attractive pedestrian and cycling environment through locating back-of-house functions off of main municipal streets.

Spotlight on Taxiway Street: The District's Community Spine



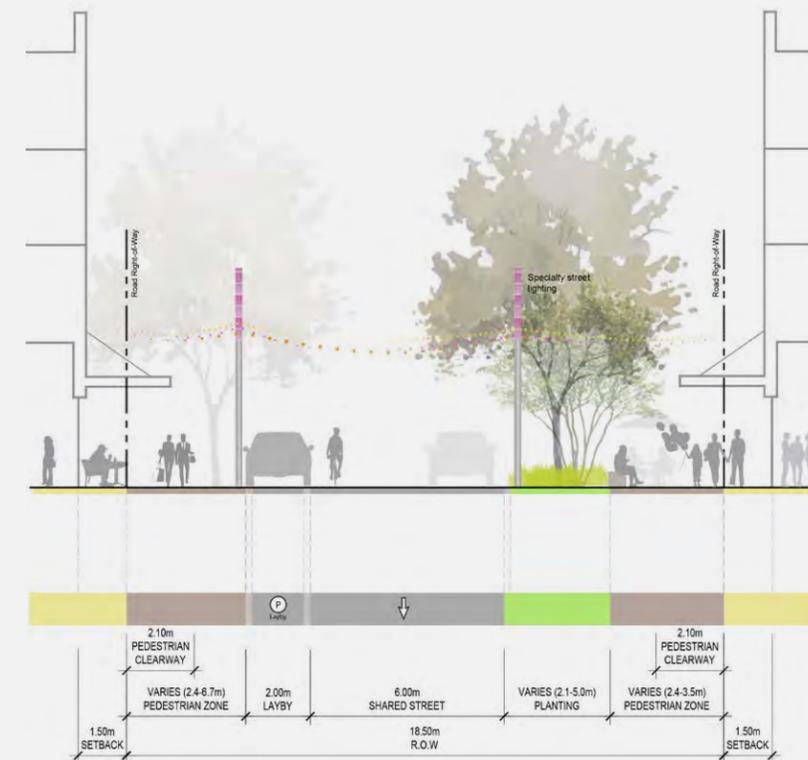
Artistic rendering of Taxiway Street



Taxiway Street will be the District's central pedestrian and retail spine, located in a mixed use area of the District. Proposed to have an 18.5-metre width, the street will be designed in a curbsless environment with central shared lanes for vehicles, bicycles and pedestrians, as well as pedestrian-only zones on either sides. This configuration will accommodate all users, while prioritizing the movement of pedestrians and cyclists.

Oriented perpendicularly to the prevailing winter north-west winds, Taxiway Street will provide an ideal environment for pedestrian comfort and contribute positively to the microclimate of the entire Village character area. Large landscape zones along the street will support stormwater management, and will also contribute to a comfortable year-round microclimate.

Taxiway Street will be framed on both sides with shops and uses that animate the street. Envisioned to be occasionally closed to traffic for special events, activities will spill out to make Taxiway Street a focal point for celebrations.



Conceptual cross section of Taxiway Street

Meandering vehicular zone that prioritizes pedestrian movement



Figure 31: The Wharf, Washington D.C.

Planting beds to define street edge and integrate green infrastructure



Figure 32: 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 33: Rendering of West Don Lands streetscape and public realm, Toronto

Visual and physical connection to Central Square

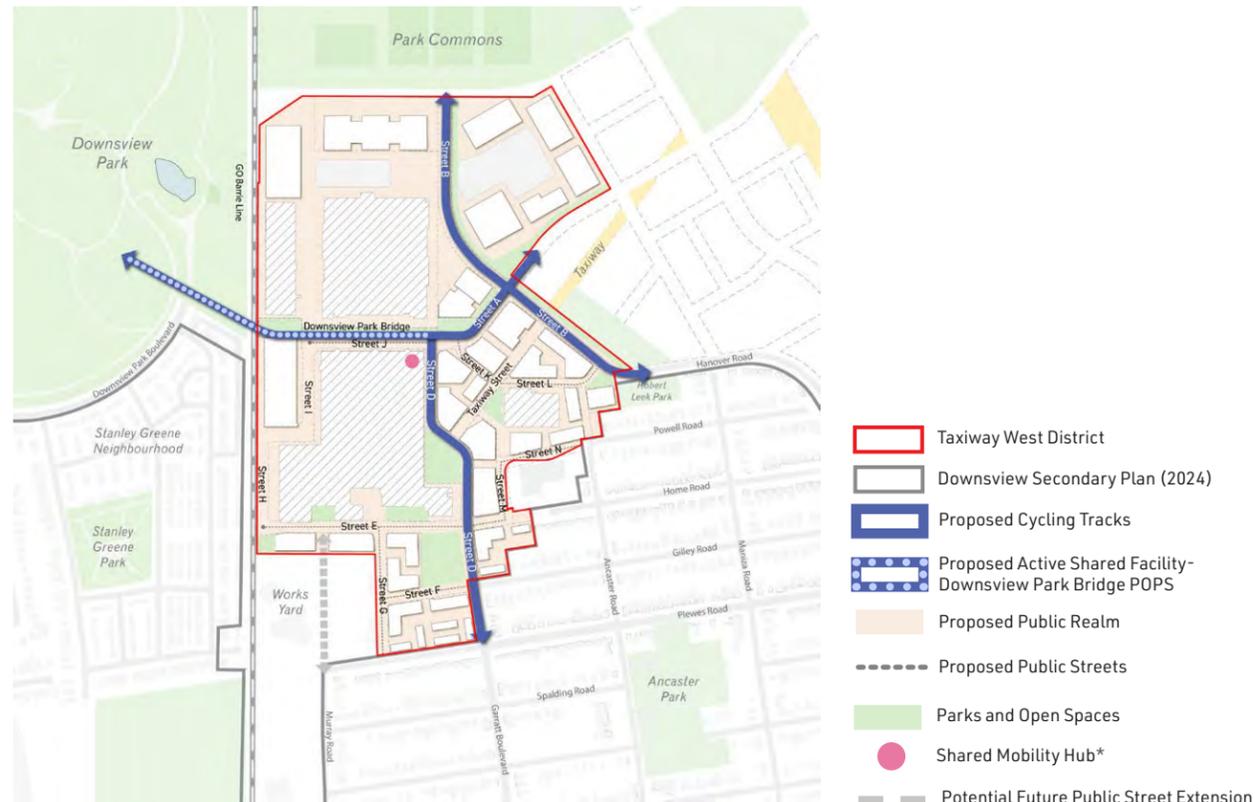
4.3.4 Active Mobility

A key ambition of the broader Downsview Secondary Plan is a paradigm shift in travel behaviour for this part of the city, whereby walking, cycling and transit become the most convenient and attractive ways for getting 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 in mixed use areas, providing 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 interior walkways, moments of visual interest, and public art.

As discussed throughout this chapter, streets within the Districts are designed for slow travel speeds. In addition to sidewalks, pedestrian walkways and the active shared facility (Downsview Park Bridge) provide key pedestrian cycling connections across the rail line. Furthermore, cycle tracks will provide dedicated and continuous routes that connect to the existing and planned cycling network surrounding the District.

Within the non-residential areas of the District, pedestrian activity is also welcomed within the South Hangars where the Atrium and a series of publicly-accessible corridors provide weather protected pedestrian routes through the block. Within the employment blocks in the North Sub-District, additional active mobility connections will be identified at detailed design stages.



*the ultimate size, location and details are to be determined

Spotlight on Downsview Park Bridge: A Critical Connection



Artistic rendering of the Downsview Park Bridge entrance

One of the key active mobility elements in the District is the creation of the Downsview Park Bridge: a shared active mobility route 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 neighbourhood 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 lanes and shared cycling routes, which connect with and expand the local existing and emerging network. The District's network will provide cycling routes and infrastructure for commuting, as well as for recreational enjoyment.

The District's cycling routes will stitch into the existing and planned cycling network, including the broader Downsview Secondary Plan Area. The network is comprised of:

Cycle Tracks

Cycle tracks are proposed on Streets A, B, and D providing a link between the proposed Secondary Plan cycling facilities, the Downsview Park Bridge active shared facility, and the existing and planned cycling routes located to the south of the District including Plewes Road and Garratt Boulevard.

Active Shared Facilities

Downsview Park Bridge is proposed as an active-only facility, providing walking and cycling connections over the GO rail line between the District and Downsview Park. The bridge will connect to the proposed Secondary Plan network of active mobility routes.

Bicycle Infrastructure

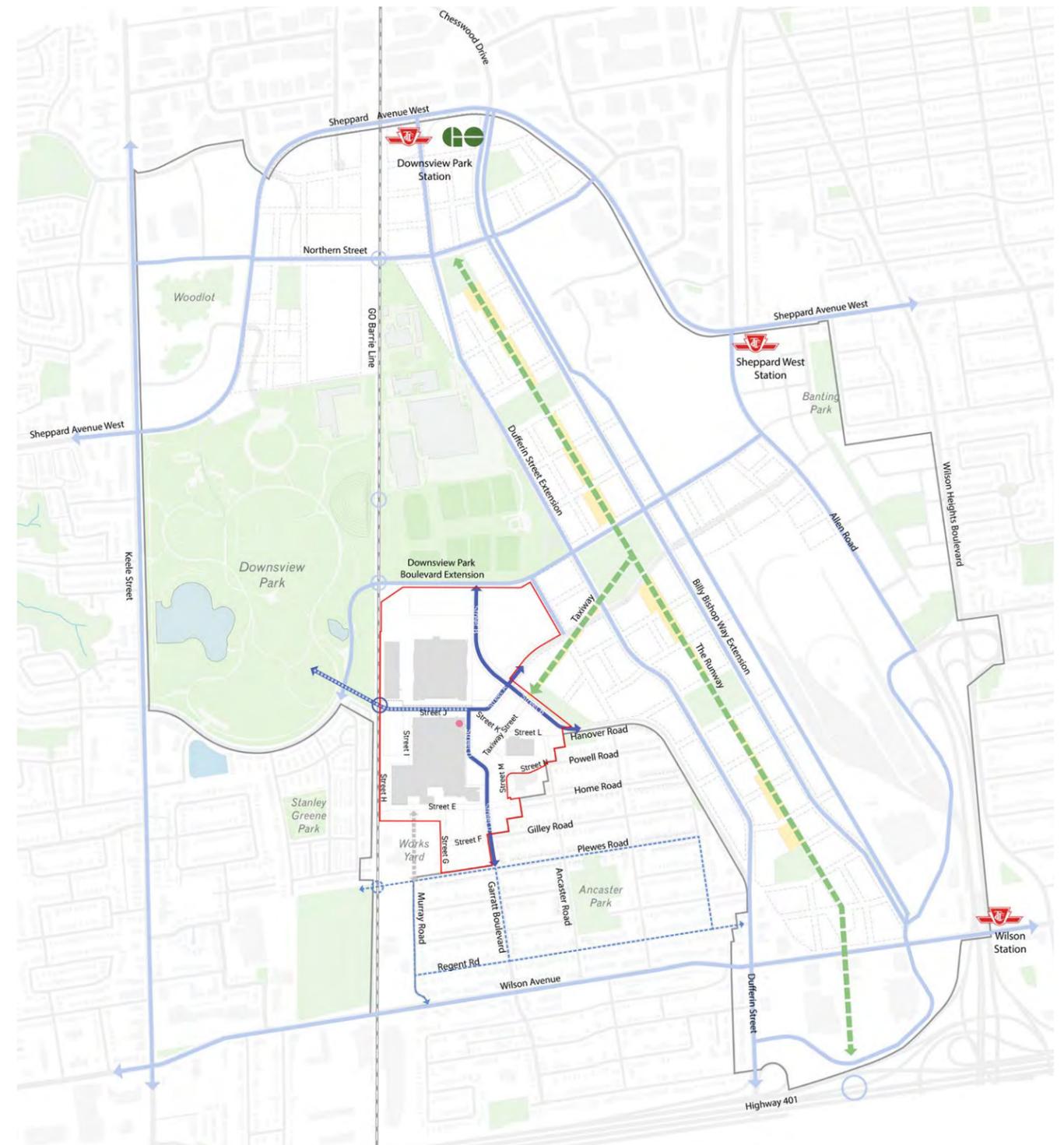
In addition to bicycle parking spaces provided for each building, the District will incorporate additional convenient public bicycle parking areas at key locations, including adjacent to the Downsview Park Bridge and within the proposed Shared Mobility Hub. See Section 4.4.6 - Parking & Loading for more information.



Figure 34: Cycling in shared street, Dordrecht, the Netherlands



Figure 35: Bikeshare Toronto



- Taxiway West District
 - Downsview Secondary Plan (2024)
 - Proposed Cycle Tracks
 - Proposed Active Shared Facility - Downsview Park Bridge POPS
 - Secondary Plan Cycling Network
 - Proposed Rail Crossing
 - Context Planned Crossing
 - Shared Mobility Hub*
 - Potential Future Public Street Extension
 - The Runway and Taxiway
 - Existing and Planned Context Cycling
- *the ultimate size, location and details are to be determined

4.3.5 Transit Connections

Despite there being three higher-order transit stations in the Secondary Plan Area, the District currently has limited connections to the surrounding transit network. The nearest higher-order transit station, Wilson, is an approximately 30 to 35 minute walk from the District. 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 new local bus transit service is proposed, connecting to existing higher-order transit stations through the existing and proposed street network. Within the District, a transit route is identified along a system of municipal streets (Streets A, B and D) with frequent stops for quick, convenient access from anywhere in the District. The transit route will connect beyond the District from Street B to Hanover Road, and from Street D to Garratt Boulevard.

The District is anticipated to require one TTC bus every two minutes during peak times to accommodate the anticipated demand. This represents more demand than the existing neighbourhood currently

generates: in order to fill this demand in the near-term, the transit service may be provided in the form of a complimentary private shuttle, with the intent of eventually working with TTC to offer frequent local bus service for the District. This shuttle service will provide frequent, all-day service to Wilson Station during peak periods along this route. In the future, as the rest of the Secondary Plan area is built out, there are opportunities for further local transit connections to be provided to other transit stations, including Downsview Park GO/TTC Station, and Sheppard West TTC Station.

The District proposes a Shared Mobility Hub, envisioned in the South Hangars along Street D, to be coordinated with a bus stop for future bus transit.

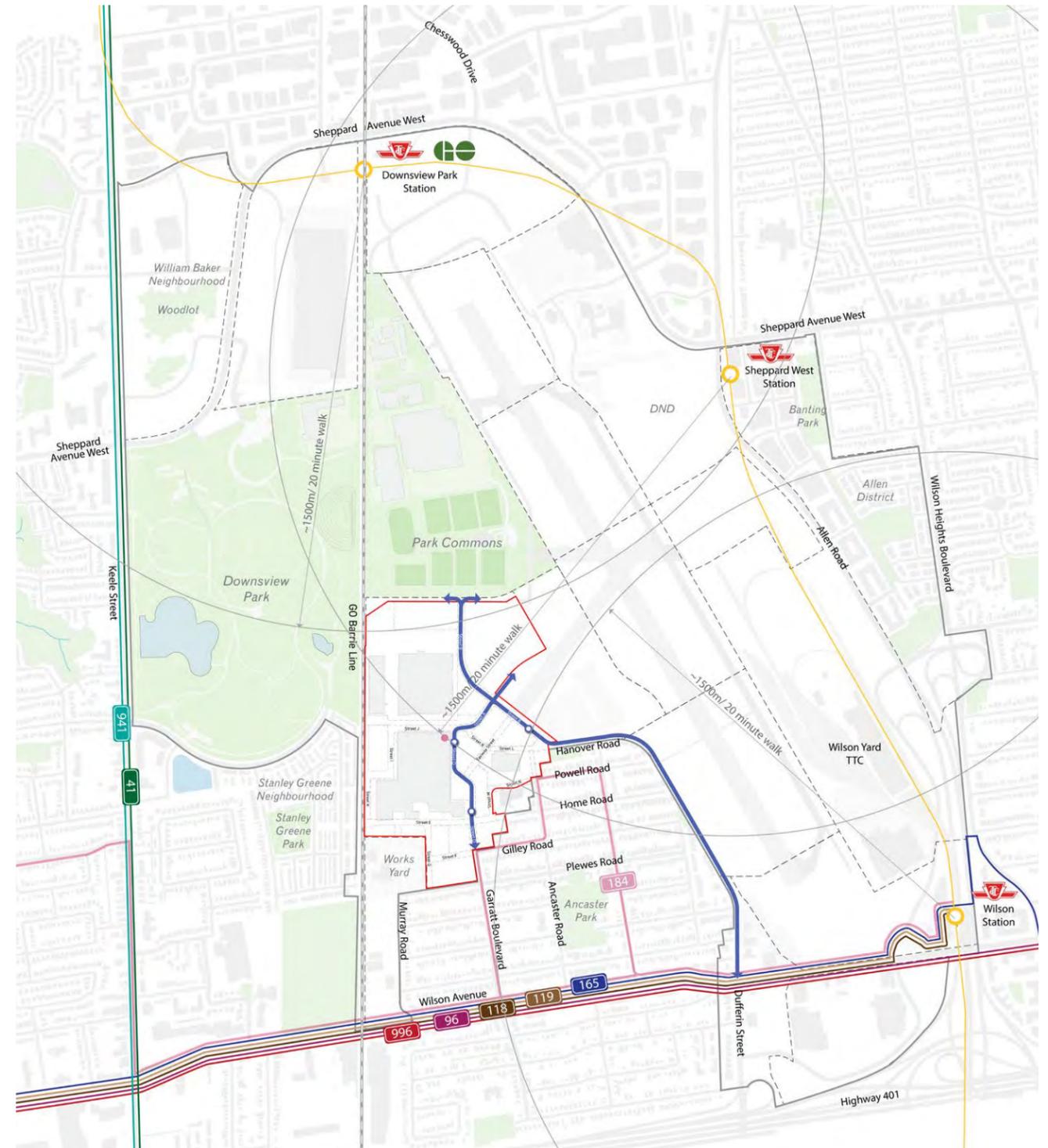
The ultimate size, location and details of the Shared Mobility Hub will be determined as the details around District's surface transit route and detailed designs are advanced with the City. The Hub is envisioned to feature active mobility and transit-supportive amenities, to further encourage transit ridership and cycling. See Section 4.4.3 - Land Use for more information on the Hub.



Figure 36: Shuttle



Figure 37: Surface transit



- Taxiway West District
- Downsview Secondary Plan (2024)
- Potential Interim Alternative/Additional Transit Route
- Shared Mobility Hub*
*the ultimate size, location and details are to be determined
- Existing Local TTC Transit Service
- Existing TTC Subway Line

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 in one District, with an employment focused area located in the North Sub-District. It will be home to a range of creative uses, light manufacturing uses, and innovative businesses of all sizes; and a diverse mix of office, retail, entertainment, 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 vibrant live-work community

A wide range of housing options, community and cultural uses, retail, entertainment, and open spaces will complement the employment focus and create a complete, live-work community. 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 renewed to welcome new employment uses. Making use 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 low to mid-scale in form, accommodate a range of uses including large employment uses in the North Sub-District, 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.

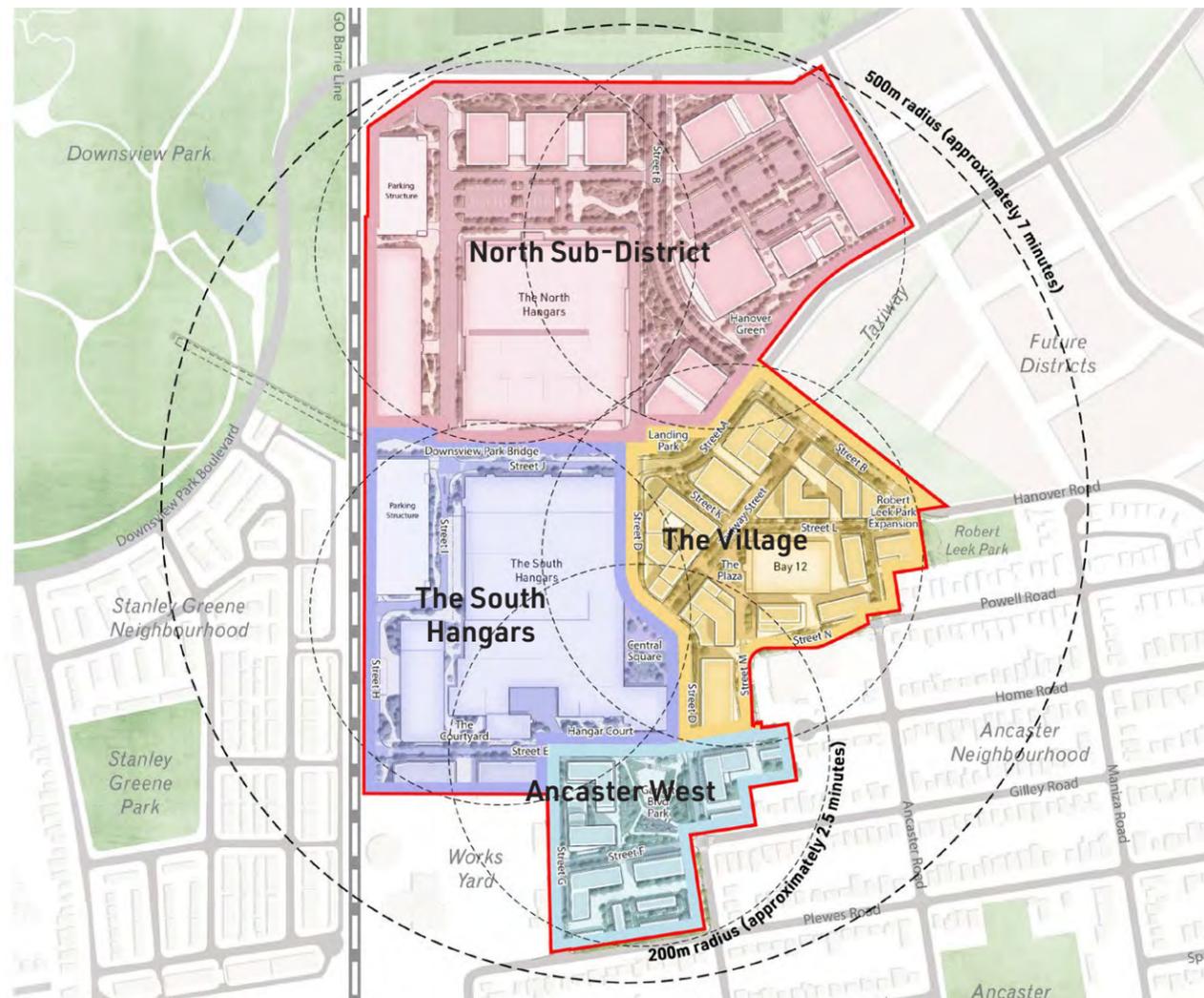
4.4.2 Character Areas

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 character areas: the North Sub-District, The South Hangars, The Village, and Ancaster West. Each character area

represents approximately a 5-minute walk from one end to the other.

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.



North Sub-District

North Sub-District is an employment area that will deliver approximately 128,000 square metres (1.38 million square feet) of employment space, creating over 3,000 new jobs. The North Sub-District will blend the history of the District with the energy of the future, through the integration of new employment buildings, as well as the adaptive reuse of the north hangar buildings. The North Sub-District is designed to attract a variety of workplace tenants, including light manufacturing, office and creative industries. Through prioritizing flexible uses and maintaining a robust landscaping plan, the North-Sub District will be a dynamic employment anchor within the District.



North Sub-District demonstration massing (Option 1)



Artistic rendering looking towards South Hangars

The South Hangars

The South Hangars character area will offer unique workplace environments mainly defined by the adaptive reuse of existing South Hangars and associated buildings. A wide variety of non-residential uses may find a home within the South Hangars, and could range from maker spaces, creative uses, entertainment uses, light industrial uses, institutional uses, and community uses, to collaborative office environments for businesses and organizations of different scales and stages, including start-ups and mature companies.

The Village

The Village will be a lively and bustling place: the District's dynamic urban centre. A complete mix of uses including office, residential, retail, and amenities will complement the adjacent employment and residential areas in the east of the District. Connected to, and organized along Taxiway Street, the Village will have a predominantly mid-rise built form. The built form will take cues from the adjacent hangar buildings to create a cohesive blend of old and new. The Plaza and Bay 12 will act as key anchors within the Village.



Artistic rendering of Taxiway Street within the Village

Ancaster West

Ancaster West is a primarily residential area 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-rise 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 neighbourhood.



Artistic rendering of Ancaster West

4.4.3 Land Use

There are three land use designations in the District: General Employment Areas, Institutional Areas, and Mixed Use Areas. The coexistence of these designations within the District set a framework for a lively community that accommodates a significant amount of jobs, a range of housing options, as well as a variety of retail and services, and community and cultural uses - meeting daily needs by an easy walk, roll or cycle.

The District will consist of approximately 18.0 hectares (44.6 acres) of Employment Areas; 10.3 hectares (25.5 acres) of Institutional Areas; and 12.4 hectares (30.7 acres) of Mixed Use Areas.



Total General Employment Areas GFA
~ 128,000 m² (1.4 M ft²)



Total Mixed Use Areas GFA
~ 256,100 m² (2.8 M ft²)



Total Institutional Areas GFA
~ 106,700 m² (1.1 M ft²)

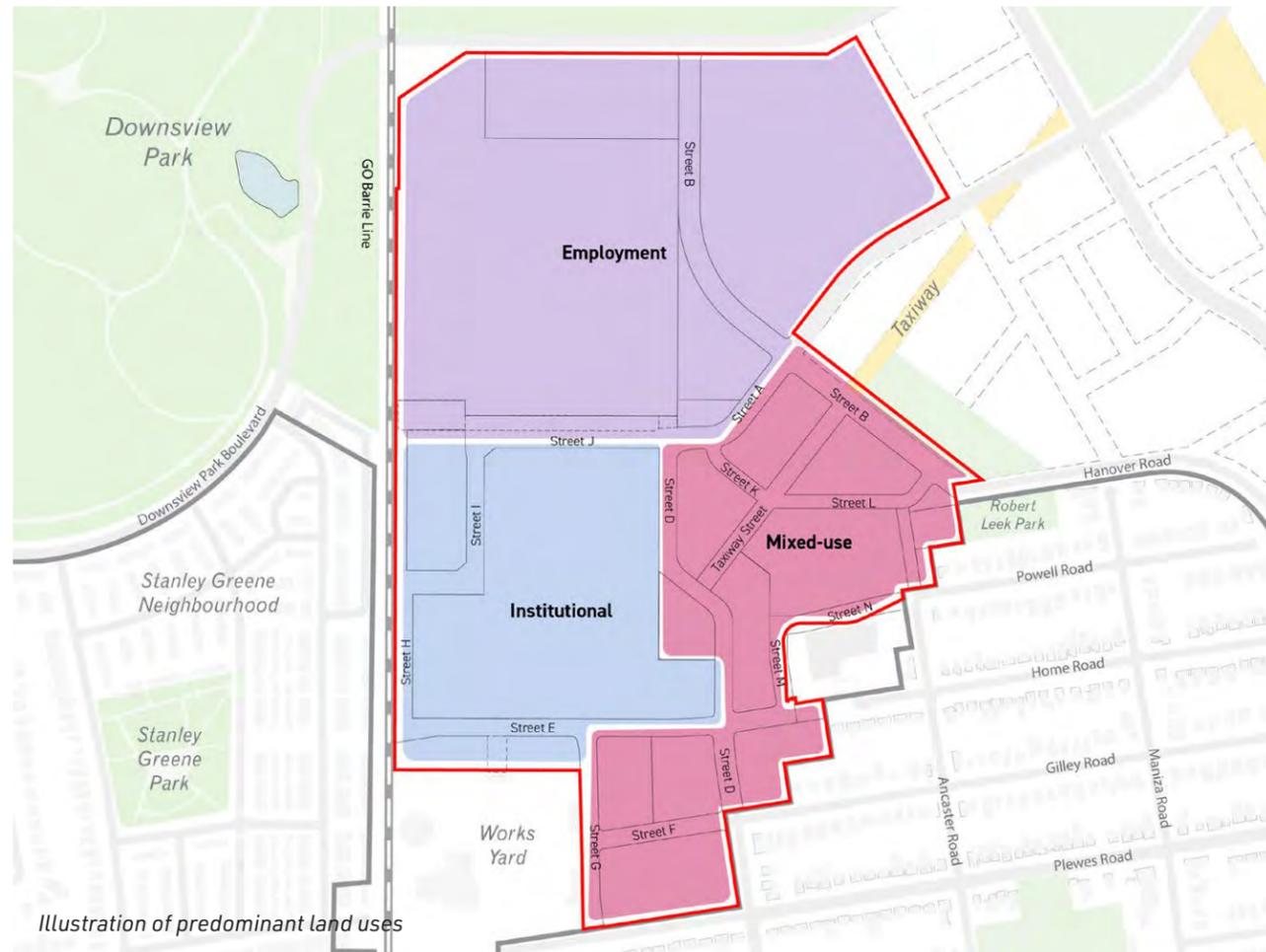


Figure 38: RDM Campus, Rotterdam

General Employment Areas

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

The North Sub-District character area will provide the greatest concentration of employment uses in the form of light industrial, creative industries, and office uses.

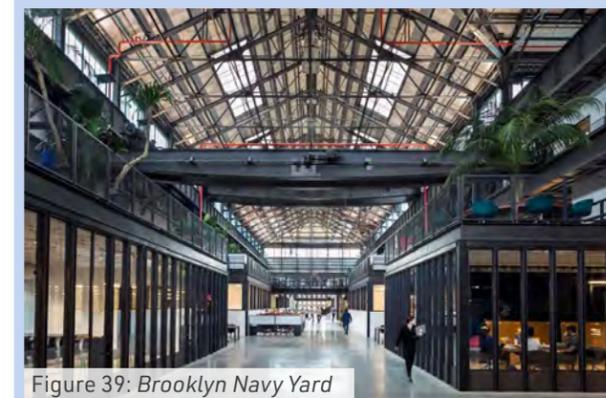


Figure 39: Brooklyn Navy Yard

Institutional Areas

Reimagining the South Hangars as a dynamic space for work, learning and entertainment

The South Hangars is envisioned to include a mix of office, retail, community, education, entertainment, and light industrial uses. The area will offer a transition between the North Sub-District employment area and mixed use areas to the east.



Figure 40: Bloor Street, Toronto

Mixed Use Areas

Contributing Vibrancy with new homes, retail and amenities

The Village and Ancaster West character areas will accommodate a spectrum of residential, retail, office, community, and recreational uses, critical to creating a live-work community where daily needs can be met within walking distance from home and work.

Delivering Jobs and Supporting Innovation

In 2024, Bombardier departed the Downsview Lands. Northcrest and the City share a mutual desire to replace and grow the jobs at Downsview as quickly as possible. The 2024 Downsview Secondary Plan formalizes this desire: it designates more than half of the District as Employment Areas and Institutional Areas to provide a critical mass of jobs, encourages

the adaptive reuse of the existing structures for employment uses, and requires 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.



North-Sub District employment area will accelerate the delivery of jobs

The North Sub-District will enable significant new employment uses to be introduced, setting the stage for synergies between related industries. Uses such as light industrial, office, medical, and ancillary retail uses are envisioned. This area will provide large development blocks that can accommodate relatively space-intensive employment uses, and respond to future tenant needs.

Re-purposing the hangar buildings to welcome new non-residential uses

Approximately 47,380 square metres of employment space will be created within the North Hangars, and approximately 87,800 square metres in the South 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 digital media.

Attracting diverse employers and jobs to support Mixed Use Areas

Approximately 56,860 square metres of office, retail, entertainment, services and other commercial 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.

Sharing the benefits of economic growth

Downsview Secondary 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 the community, local representatives, and the City of Toronto that will help local and equity-deserving community members gain access to employment and prosperity, and to thrive within the District.



Figure 41: Communitech Hub, Kitchener



Figure 42: Airbnb European Headquarters, Dublin



Figure 43: HGA Office, Milwaukee

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.

Along Taxiway Street, Street D, and the South Hangars will be some of the key retail destinations within the District.

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. A variety of retail sizes 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.



Figure 44: Urban grocery store, Toronto



Figure 45: Independent clothing store, Toronto



Artistic rendering of a lane lined with retail uses

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 approximately 2,880 new units, in a variety of forms and a range of affordability levels. Housing in the District will align with Secondary Plan goals to supply a wide range of housing options, tenures and typologies.

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 units, as well as low-rise and mid-rise apartments will provide a wide range of options. Unit sizes will range from studio units to 3-bedrooms, with over 40% as larger (2- and 3-bedroom) units. These housing options will be situated in two distinct settings: The Village, where residential uses are mixed with offices and other commercial uses with an active ground level in a compact urban setting; and in Ancaster West, an extension of the existing Ancaster neighborhood where residential uses will surround a new neighborhood park (Garratt Blvd Park).

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. 10% of units will be delivered as purpose-built affordable rental units, proposed to remain affordable for 99 years, longer than the 20-year affordability period in the Downsview Secondary Plan.

Spectrum of affordability

The District will deliver affordable housing generally at the same pace as market housing units, and will meet the affordable housing requirement set out in the Downsview Secondary Plan. Beyond the 10% affordable rental housing, additional 5% of units will be delivered as attainable housing, which further broadens affordable housing options beyond the requirements set out in the Downsview Secondary Plan.



Figure 46: 16 Cole Street townhomes, Toronto



Figure 47: R-Hauz, Toronto



Figure 48: The Pennfield, Minnesota

Supporting Community Health and Social Infrastructure

Community services and facilities strengthen the social fabric and offer places to learn, grow, and play. 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.

Community space within the Hangars

Within the south portion of the South Hangars, a potential community space has been identified. Although the ultimate location is yet to be determined, approximately 1,680 square metres (18,000 square feet) of space is envisioned to be operated by the City and may feature a combination of uses, such as a daycare and community space with low-rent opportunities for not-for-profit organizations and community-based institutions. Northcrest will coordinate with the City and the community to identify types of uses that reflect local needs and priorities.



Figure 49: Multipurpose room, One Yonge Community Recreation Centre, Toronto

A privately-led community benefits program

Northcrest has begun working with the City towards establishing a Privately-led Community Benefits Program for Taxiway West District, the first of its kind for a private developer in Toronto. This Program will set targets for community benefits for relevant projects within the District. This work will require collaborations with development partners, the City, community groups, and local agencies.



Figure 50: SOS Children's Village Lavezzorio Community Centre Daycare, Chicago

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 51: Young people's program at the Royal Academy, London, UK

Spotlight on the Shared Mobility Hub



A Shared Mobility Hub is proposed within the South Hangars, at the intersection of Streets J and D. It is imagined to have direct access to surface transit, and will welcome those traveling to and from the District on all travel modes. Its central location within the District will make it a natural hop-on and hop-off point for pedestrians and cyclists.

The Shared Mobility Hub's design will respond to diverse user needs, and may include: long-term and short-term bicycle parking; access to shared mobility services; car drop-off; and wayfinding and information kiosks. Adjacent amenities located in the South Hangars will support the Shared Mobility Hub, and may include washrooms and service areas; ample indoor and outdoor seating; and food and shops. The location and details of the Shared Mobility Hub will be determined as the details around District's surface transit route and detailed design are advanced with the City.



Figure 52: Hub concept, Plymouth



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

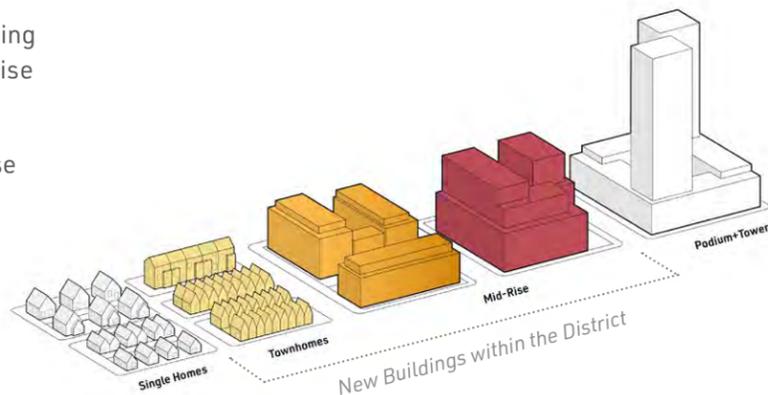
4.4.4 Built Form and Design

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

The majority of new mid-rise buildings will be between 5 and 11 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. Being a mid-rise 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 will emphasize framing and animating the ground floor.

This built form strategy serves numerous purposes:

- The retention and renewal of cultural heritage resources, which help define the post-industrial character of the District, while also promoting sustainability and resilience.
- The design and scale of the built form will take cues from the adjacent hangar buildings to create a cohesive blend of old and new.
- Buildings will maintain a comfortable pedestrian scale and help create a suitable microclimate for year-round activity on District streets and open spaces.
- Building heights step down to 4 storeys, providing a gradual transition to the surrounding low-rise neighbourhood.
- A range of typologies and heights create diverse and varied built form that will be unique to the District.



Building Typologies



Figure 53: Existing hangar bays 1-3



Figure 54: Shapiro Residences, Washington DC



Figure 55: BT Modern Towns Bayview Village, Toronto



Figure 56: Model Packaging Office, Biłgoraj, Poland

Adaptive Reuse

Retrofitted hangars and associated structures from the District’s previous aerospace manufacturing operations with large footprints and relatively low height (1-3 storeys, up to approximately 18.5 metres). Further discussions on adaptive reuse of cultural heritage resources within the District are found in the following section.

Mid-rise (5 to 14 storeys)

Mid-rise built forms provide a comfortable pedestrian scale, while allowing the delivery of a critical mass of density. Most buildings will be at 5 to 11 storeys, with 14 storey buildings strategically located in two blocks. Mid-rise buildings within the District will be designed to be compact and thermal-efficient. To enable this, articulation and step-backs will be limited to areas to achieve key urban design objectives, such as creating streetwalls that respond to cultural heritage resources.

Low-rise (up to 4 storeys)

Low-rise developments, such as townhomes (stacked or 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.

New Employment Buildings (up to 4 storeys)

New employment buildings are anticipated in the North Sub-District and will accommodate employment uses requiring larger footprints such as light manufacturing, research and development, and office uses. A more detailed discussion on North Sub-District massing and new employment buildings are found in the following section.



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, the Data Centre, and the Superstore): to be transformed into a modern hub with a mix of office, retail, community, education, entertainment, and light industrial uses;
- The "North Hangars" (Bays 7-10 and the north half of Bay 11): to accommodate large-scale employment uses; and
- Bay 12 (original portions): as a centre for entertainment and cultural 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.

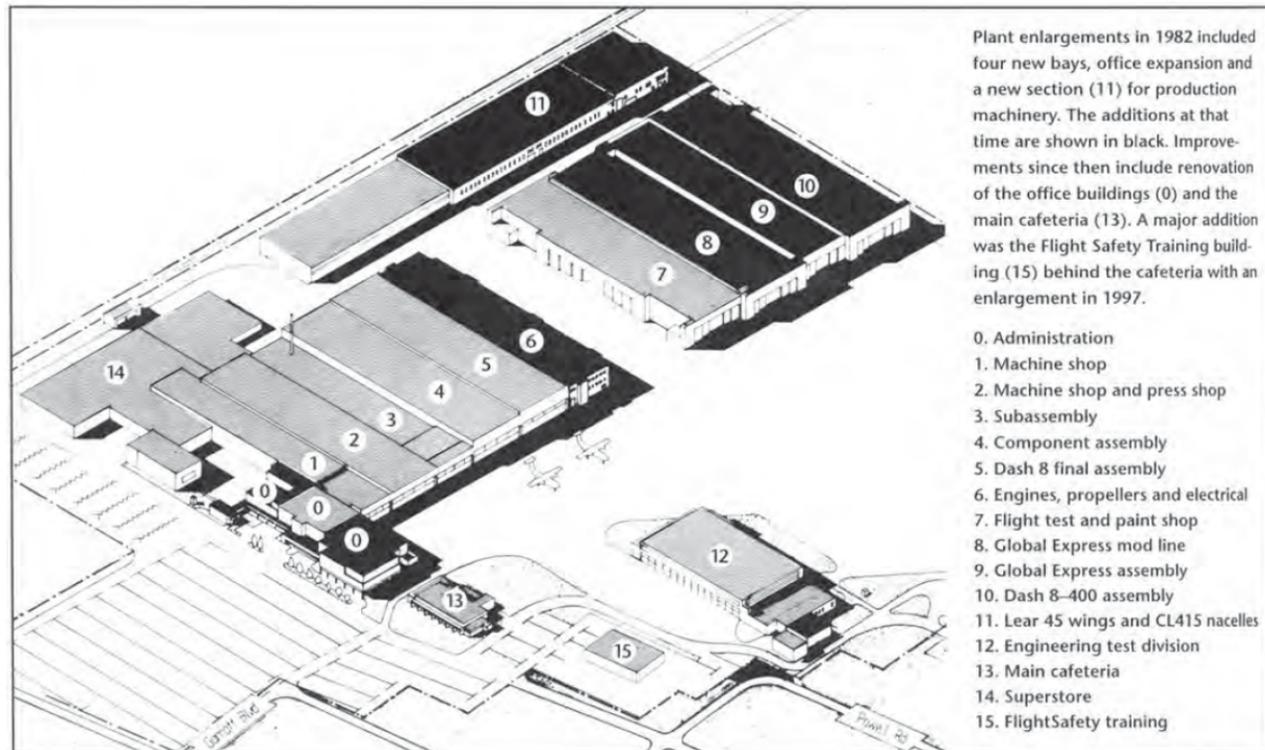


Figure 57: Description of plant enlargements in 1982 at de Havilland

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



Figure 60: Brooklyn Navy Yard - New Lab, Brooklyn



Figure 58: Airbnb Headquarters, Dublin

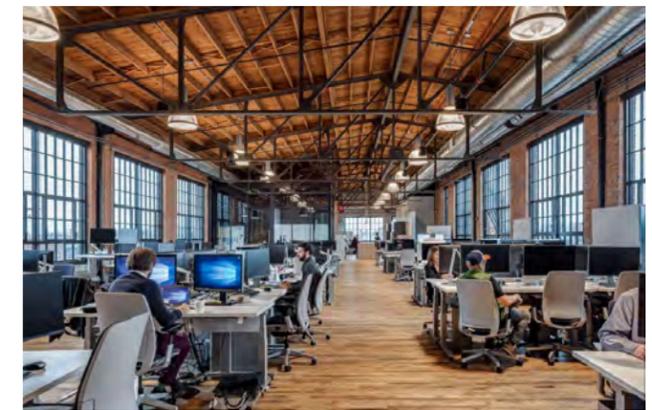


Figure 61: Factory at Corktown, Michigan

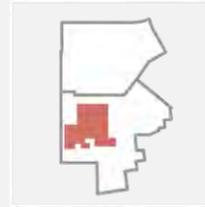


Figure 59: Open Works, Baltimore



Figure 62: Centre for Novel Therapeutics, La Jolla

Spotlight on the South Hangars



The expansive space within the hangars will be subdivided to accommodate a range of employment tenants and uses, including light industrial uses, maker spaces, institutional uses, entertainment uses, and office uses, which have varying spatial requirements. One of the hangar bays may be reimagined as a central Atrium, functioning as a weather protected central space that welcomes 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. The exact location and design of the South Hangars and central Atrium will be subject to future detailed design.



Figure 63: Cafe and seating space, New York City



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, and vertical additions 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.



Figure 64: Existing Bay 12 building



Artistic Rendering of Bay 12 and the Plaza

Planning for Flexibility in the North Sub-District

The defining characteristic of the North Sub District is its flexibility and versatility to be configured in several ways to accommodate the needs of a range of employment uses and tenants.

To illustrate various potential ways in which the employment density within North Sub-District could be deployed based on tenancy, three conceptual scenarios have been developed: Option 1: Mixed Employment Typologies, Option 2: Warehouse form, and Option 3: Office Campus.

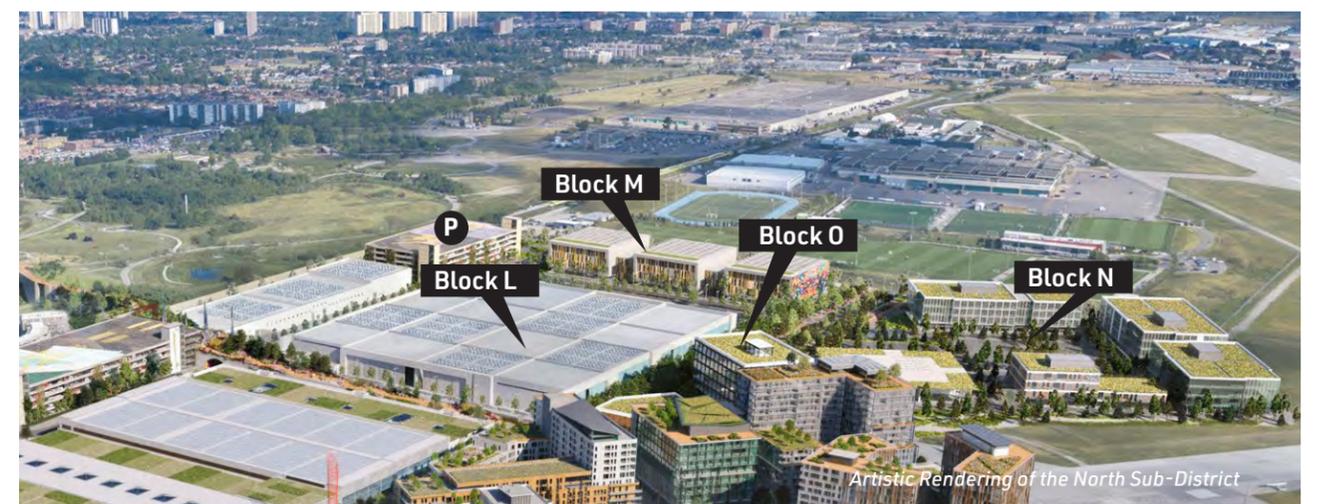
Overall, the North Sub-District will deliver a total of approximately 128,000 square metres (1.4M square feet) of employment GFA.

Across all built form scenarios are several common features that support the goal of the District to deliver employment uses in a setting compatible with the rest of the District and Secondary Plan lands. This common framework for the North Sub-District includes:

- Extension of Street B (Hanover Street extension): Street B is carefully aligned to meet the future Downsview Park Boulevard extension at a distance of approximately 300m from the Barrie GO rail underpass.



- Large, flexible development blocks (M, N & L): these large blocks are necessary and desirable to attract and accommodate eventual large-floorplate tenants, however, the framework also anticipates development at a range of scales.
- Block O as a transition block both in terms of scale and use: a modern medical office, akin to a "comprehensive health centre" model is proposed to provide a transition between the more public-facing uses in the Village and the less public-facing uses in the North Sub-District. It is illustrated as an 8-storey mid-rise form in each scenario.
- Generous and varied landscaped open spaces: these open spaces will contribute to green infrastructure, biodiversity, tree canopy and the beauty of the District. This includes landscaped buffers on all public street frontages to soften the transition to employment uses. Other open spaces include: greenways along the east side of Street B and the north side of Street A; the Hanover Green public park; several landscaped open spaces along Downsview Park Boulevard. Additional POPS and other landscaped areas are anticipated through detailed design.
- Retention and adaptive reuse of North Hangars: these buildings will reduce carbon footprint of new construction and connect the District with its recent aviation history.
- Appropriate vehicle access and parking: a viable area dedicated to employment uses will rely on adequate parking and vehicular access. Surface parking is cost efficient and may allow for future development as parking needs change over time. In addition, a parking structure is proposed in Block L to supplement overall supply in a consolidated location. All blocks will have vehicular access from Street B.
- Block porosity: pedestrian movement through blocks will be facilitated and encouraged through building siting and clear, attractive and safe routes through parking areas, and will be identified at detailed design stages.



North Sub-District Built Form Scenarios

The following scenarios illustrate possible development approaches within the subdivision structure that respond to priority design and employment drivers, including pedestrian porosity, a generous landscaped setting and appropriate vehicular access and parking. Where potential surface parking is proposed to interface with public streets, features such as landscaping, buffers, and setbacks are proposed to create a smooth transition.



Figure 65: Warehouse building with landscaped parking, Portland

Option 1: Mixed Employment Typologies (Preferred Option)

Option 1 includes an anchor building in Block M, conceived as a low-scale warehouse-type building mimicking the span of the northern Hangars and providing active frontages along Downsview Park Boulevard. The large format Block N lines the bounding public streets with framing mid-rise (generally 4 storeys) buildings, enclosing and screening required parking and loading areas.



Figure 66: Here East Employment Campus, London, UK



Option 2: Large Format Employment Typology

Option 2 presents an alternate approach that distributes 1-storey large format employment typologies across both Blocks M and N with emphasis on framing the Street B frontage (although this could be shifted as desired). This creates a more open and flexible surface parking area that can also be considered for future employment-related development should parking needs evolve over time.



Option 3: Office Campus

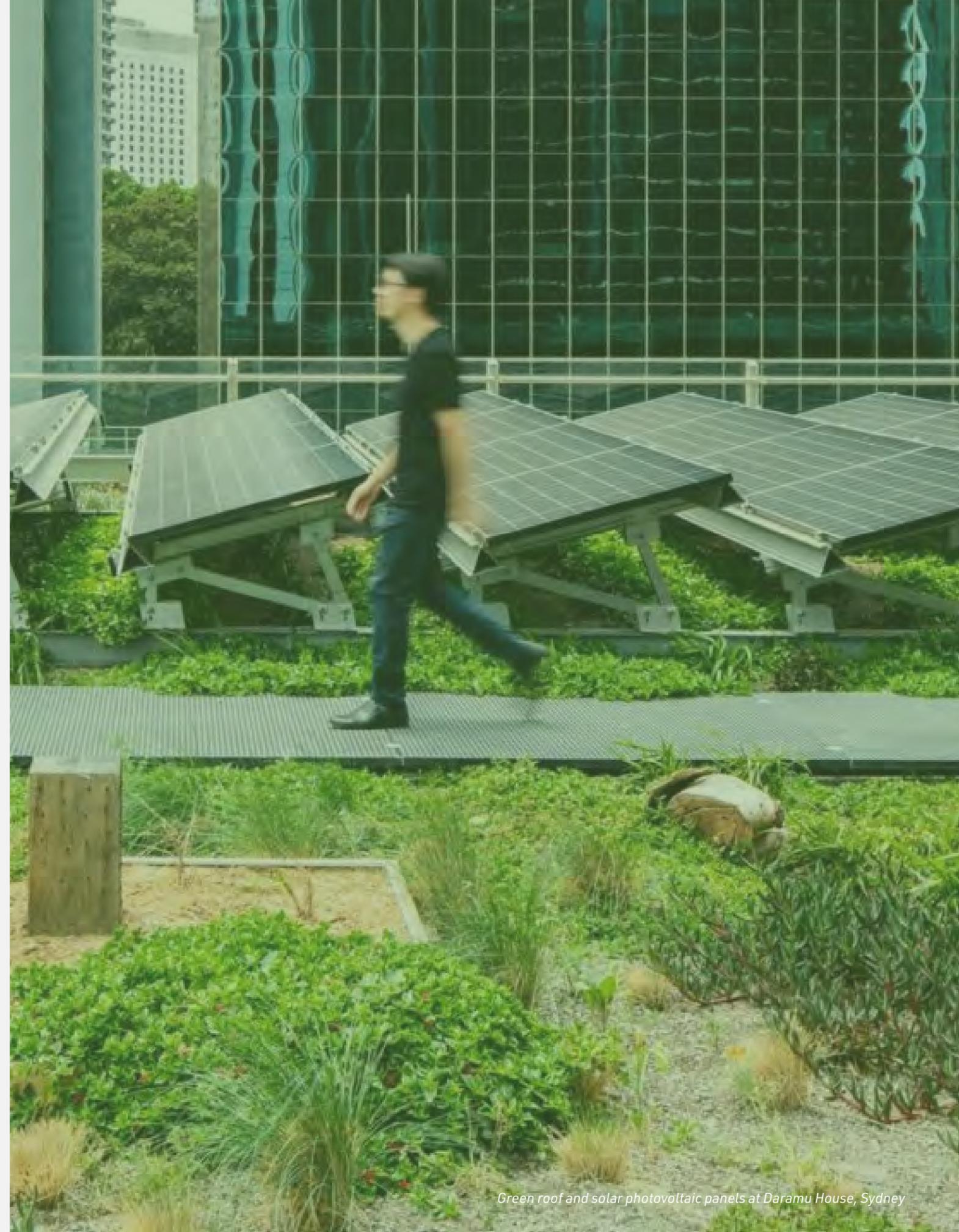
Another possible future for the North Sub-District would see the development of several multi-storey office buildings (2-3 storeys) with frontages framing most public streets including an internal private driveway, with parking and open spaces distributed throughout.



4.5 Urban Systems

An innovative urban systems strategy within the Taxiway West 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.

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



A Holistic Approach to Infrastructure Design

The Taxiway West District's urban systems will combine natural and built systems to advance sustainability, resilience and community well-being. The elements of 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 Secondary Plan's ambition of cultivating City Nature has informed the District Plan.

Stormwater Management

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 local infrastructure to serve the development. 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 ecological functions.

Integrating green infrastructure into the street and open space network is a major component of the District Plan's and Secondary Plan's ambitions of cultivating City Nature: cohesively weaving together the urban and natural environment.

Green infrastructure refers to natural and human-made elements that provide ecological and hydrological functions and processes (Downsview Secondary Plan, 2024). Naturally, water plays an important role in 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 embedding green infrastructure solutions within the 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 green infrastructure 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 67: First Avenue Water Plaza, New York City



Figure 68: Boston Seaport



Figure 69: Stanley Greene Park, Toronto



Figure 70: Sankt Kjelds Square, Copenhagen



Figure 71: Xuhui Runway Park, Shanghai

4.5.2 Stormwater Management

Stormwater Management

Underpinning the proposed stormwater management strategy is the integration of green infrastructure, which delivers multiple benefits: helping to 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 green infrastructure in municipal streets to support water quality and water balance control;
- Designing private development blocks and private streets to embed green infrastructure 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 decentralized stormwater management strategy for the wider Secondary 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 green infrastructure 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 74: Floodable multi-use court, Enghave Climate Park, Copenhagen



Figure 72: Vastra Hamnen, Malmö



Figure 73: Green Street, Sheffield

4.5.3 Servicing

Water Servicing

New development within the 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 Plewes 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.

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 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 75: 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 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, and help reduce greenhouse gas emissions.

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

- Exploring **higher tiers of building level energy, carbon and thermal demand performance**, in particular by emphasizing passive design features (building orientation, air sealing, insulation, and 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.

In alignment with the Secondary Plan, these innovations will support sustainable energy planning and strengthened energy resilience within the District and across the wider Secondary Plan Area.



Figure 76: Royal Seaport, Stockholm

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 City of Toronto's Digital Infrastructure Strategic Framework ("DISF"), which was released in 2022 and 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 77: 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.

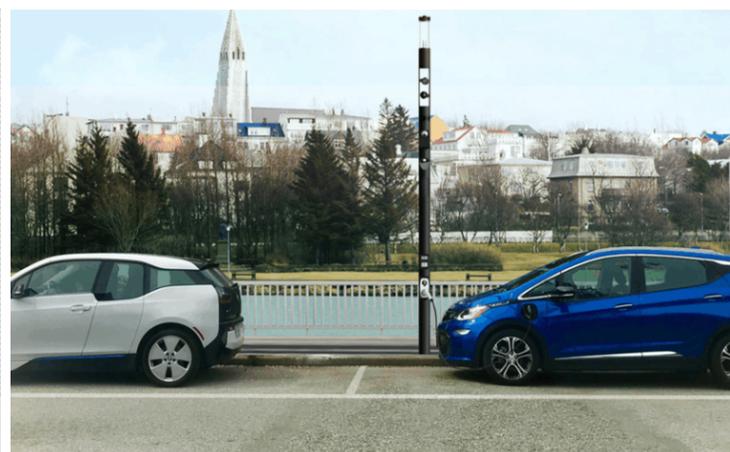


Figure 78: Smart pole

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. The first step will be engaging with local communities and interest holder groups to learn, identify, and explore key needs and opportunities. The strategy will seek to align with the City of Toronto's DISF. Partnerships with leading local agencies and groups in the innovation community will also be explored in planning and implementation.

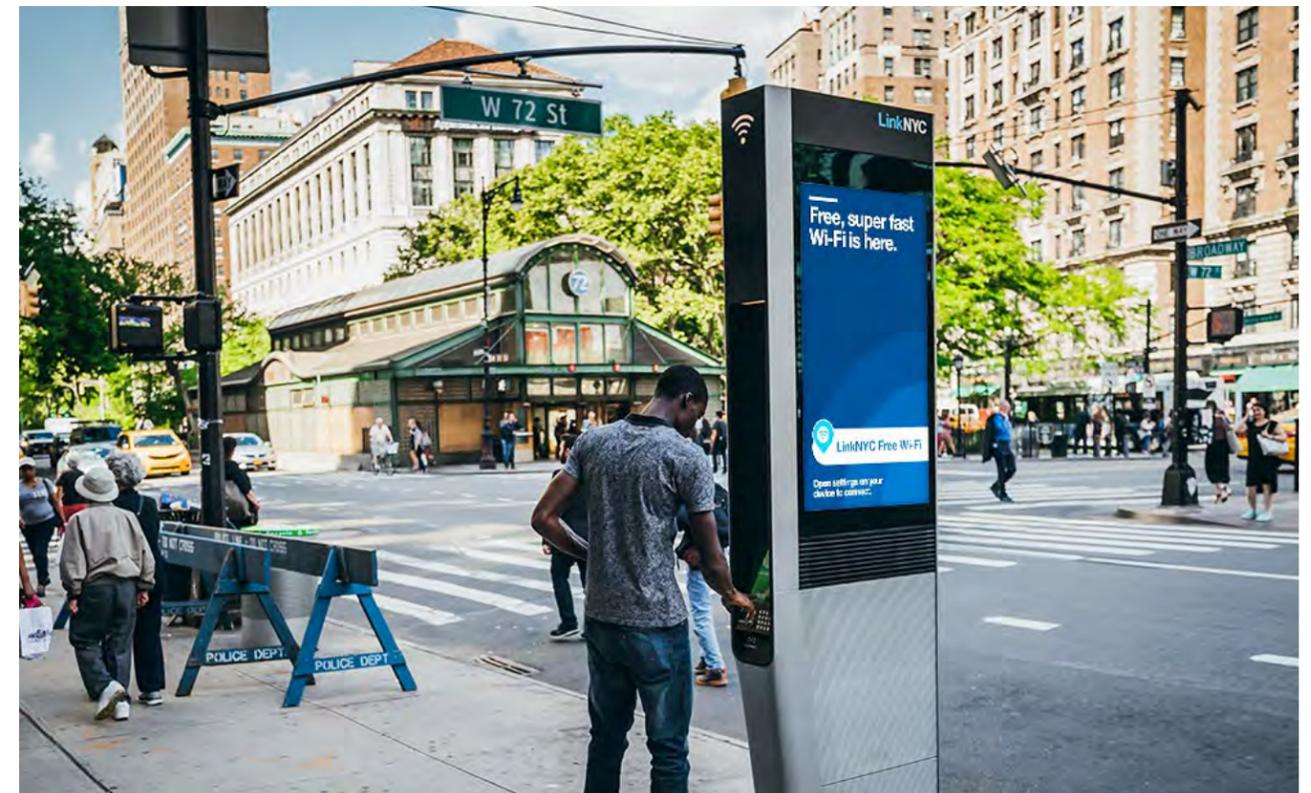


Figure 79: Public WiFi, New York City

4.5.6 Parking & Loading

Automobile Parking

The Secondary 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 over time. As the first District to advance within the broader Secondary Plan area, and one that is located farthest from higher-order transit stations, the provision of parking within the District is also guided by the objective of utilizing parking as a necessary, however limited, resource to reduce vehicle travel demands.

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

- **Parking supply standards** that reflect contemporary need, while also considering future reductions.
- **Transitional parking provided through above-grade multi-level parking structures** 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 for non-auto purposes or redeveloped over time.
- **Maximizing consolidated underground parking** between development blocks, proposed to be connected across private streets and laneways, and with service tunnels under municipal streets, which allows for efficient parking management that can adapt to evolving land uses and related parking demand in different blocks.
- **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.

Support for Cycling

The 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 alongside employment, residential and mixed use buildings. There will also be centralized bicycle parking facilities, including the potential Shared Mobility Hub, the above-grade parking structure and the 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. Moreover, dedicated in boulevard cycling facilities are proposed strategically within the District to promote cycling and connect to planned future cycling facilities in the surrounding area.

Loading

Loading and servicing in the 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, driveways, or private streets, and will occur internally within development blocks.



Figure 80: Previous parking garage converted into classroom space, Northwestern University, Evanston



Figure 81: Asheville Regional Airport new parking garage, Asheville



Figure 82: Velotique Bike Shop, Toronto



Artistic rendering of a laneway showing parking and loading access



SECTION 5

Implementation

5.1 Phasing

Taxiway West is identified in the Downsview Secondary Plan as one of three earliest Districts to be developed. As a whole, implementation of the District is being coordinated with the Master Environmental Servicing Plan (“MESP”), which identifies transportation and servicing infrastructure required to support the build-out of Districts in the Secondary Plan area. The MESP identifies Downsview Park Bridge as the only infrastructure needed to support the development of Taxiway West, with no other new major infrastructure required to accommodate the projected future population.

Taxiway West is planned to be built out in two broad phases. 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.



Phase 1

Phase 1 includes portions of the South Hangars character area, and a portion of the Village character area. The objective of Phase 1 is to generate significant new employment within the South Hangars. This will create a focal point for activities in the District. At the same time, Phase 1 will facilitate new residential uses, and additional commercial and retail uses to kick-start a live-work community. Key elements of the District are planned to be delivered in Phase 1 in order to bring the District to life, including:

- Development blocks: A, A(P), B, C, D, I and J. The existing Bay 12 building in Block F1 will be used in an interim condition as a space for events to animate the District in the early stages.
- Parks and open spaces: public parks including Central Square, Garratt Blvd Park, and Landing Park; POPS including Downsview Park Bridge, the Courtyard, and Hangar Court; and the greenway along Street B within the South Sub-District.
- Streets: The majority of the municipal streets in the District including Street A, the portion of Street B within the South Sub-District, Street D, the majority of Street E, Street G, Street J, Street K, and Street F. Furthermore, all private streets will be delivered in Phase 1 (Taxiway Street and Streets H and I). Streets A, B, and D are designed to accommodate buses.
- Community facilities proposed within Block A, including a daycare and community space.
- Municipal servicing for the Taxiway West District relies on creating local connections to existing infrastructure to the west and southeast of the District, and will not require new major infrastructure to be constructed.

- The District is currently served by an existing bus route, and coordination with City and TTC are ongoing to improve bus service in the near and long term. In order to fulfill the anticipated transit demand for the site, transit service might initially be provided in the form of a complimentary private shuttle, with the intent of eventually working with TTC to offer frequent local bus service within the District.
- During this time, undeveloped portions of the District are proposed to be used for surface parking, site activation, and/or construction staging. This will support the evolving employment uses in the South Hangars, event programming in Bay 12, and other interim uses in the District.

Phase 2

Phase 2 will include the build-out of North Sub-District character area, and the remainder of the Village and South Hangar character areas.

- Development blocks: E, F1, F2, G, H1, H2, K, L, M, N, and O. Bay 12 will be converted to the ultimate condition of a mixed use cultural building (potential theatre and conference space).
- Parks and open spaces: the full open space network will be completed with public parks including Hanover Green and Robert Leek Park Expansion; POPS including the Plaza and Rail POPS; and all remaining greenways (along Street A and Street B).
- Streets: the last remaining municipal streets will be constructed, including the remaining portion of Street B (within the North Sub-District), the remaining portion of Street E, Street L, Street M, and Street N.
- Local servicing infrastructure built in Phase 1 will be extended to the remaining blocks in Phase 2. It will similarly rely on connections to existing infrastructure to the south and west of the District.

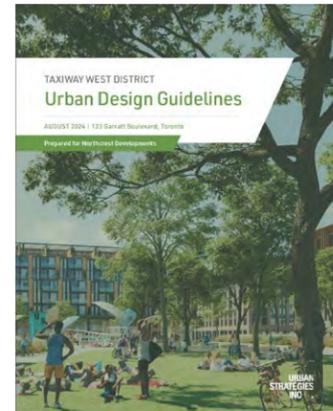
5.2 Detailed Design and Partnerships

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

Detailed Design and Supporting Documents

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

Taxiway West Urban Design Guidelines: These provide detailed design 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 District. The document includes guidelines on: the overarching vision and design intentions, the public realm, and built form.



*Taxiway West
Urban Design Guidelines*

Taxiway West Public Art Plan: This document was developed to guide the implementation of a public art program in the District. It outlines an overall public art vision; identifies key opportunities and priority places; and provides a process for ongoing community engagement and creative programming. The public art strategy will be refined in alignment with the Downsview Lands Public Art Strategy, which has been endorsed by Council in 2024.



*Taxiway West
Public Art Plan*

Taxiway West District Parks Plan: Concurrent to the development application process, Northcrest is initiating a District Parks Plan, and working with the Park Design/Landscape Architecture Unit of the Parks, Forestry and Recreation Division at the City to scope out what public parks will provide in terms of programming and design. This process is underway and will run concurrently to the District Plan process which will help inform future design plans for these places.

Implementation Partnerships

Construction of a new District requires collaboration with a number of partners. Partnerships and strategic initiatives which have been established, as well as ones anticipated in the future, include the following:

- Community members and interested parties:** Northcrest will continue its ongoing engagement with the public, community organizations and other interested parties through the detailed design and construction phases.
- Indigenous Rights-Holders and Urban Indigenous Community:** Northcrest has prioritized building relationships with Downsview's urban Indigenous community and Rights-Holders; including the Huron-Wendat Nation, Six Nations of the Grand River and the Mississaugas of the Credit First Nation. The latter signed a Memorandum of Understanding with Northcrest identifying specific areas of collaboration.
- City of Toronto and municipal agencies:** Northcrest will continue to collaborate closely with the City of Toronto through the development approvals process, and 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.
- 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.
- Taxiway West District Project Charter:** Northcrest is collaborating with the City to develop a District-specific Project Charter to guide the coordination and approvals process for the Taxiway West District, from rezoning and Draft Plan of Subdivision approvals to construction. This charter will be similar to the project management framework established for the now completed Downsview Secondary Plan and related Phase 1&2 Environmental Assessment process.

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2	24	c. 1958 photo of Bays 2, 3 and 4	Panda Associates fonds, Archives and Special Collections, University of Calgary
3	25	Late 1950s or early 1960s aerial image of the Taxiway West District lands	de Havilland in Canada (Book by Hotson, F. W., 1999)
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AUGUST 2024