



# The Taxiway West District Overview

**1.2 FSI**  
Density

**1 M SF**  
Retrofitted  
Hangar Space

**4 M SF**  
Mixed-Use  
Development

**7,600**  
Jobs

**5,200**  
Residents

**2,880**  
Housing Units

**8 Acres**  
Parks, Open Space  
and Greenways



\* Detailed project statistics are subject to change as the plan evolves

# Timeline

Northcrest submitted a District Plan application for its first district known as the 'Taxiway West District' in May 2022.

Since this time, two resubmissions have been made in July 2023 and August 2024, respectively, responding to City comments and local community feedback.



# A Unique Mid-Scaled District

A mix of building types including:

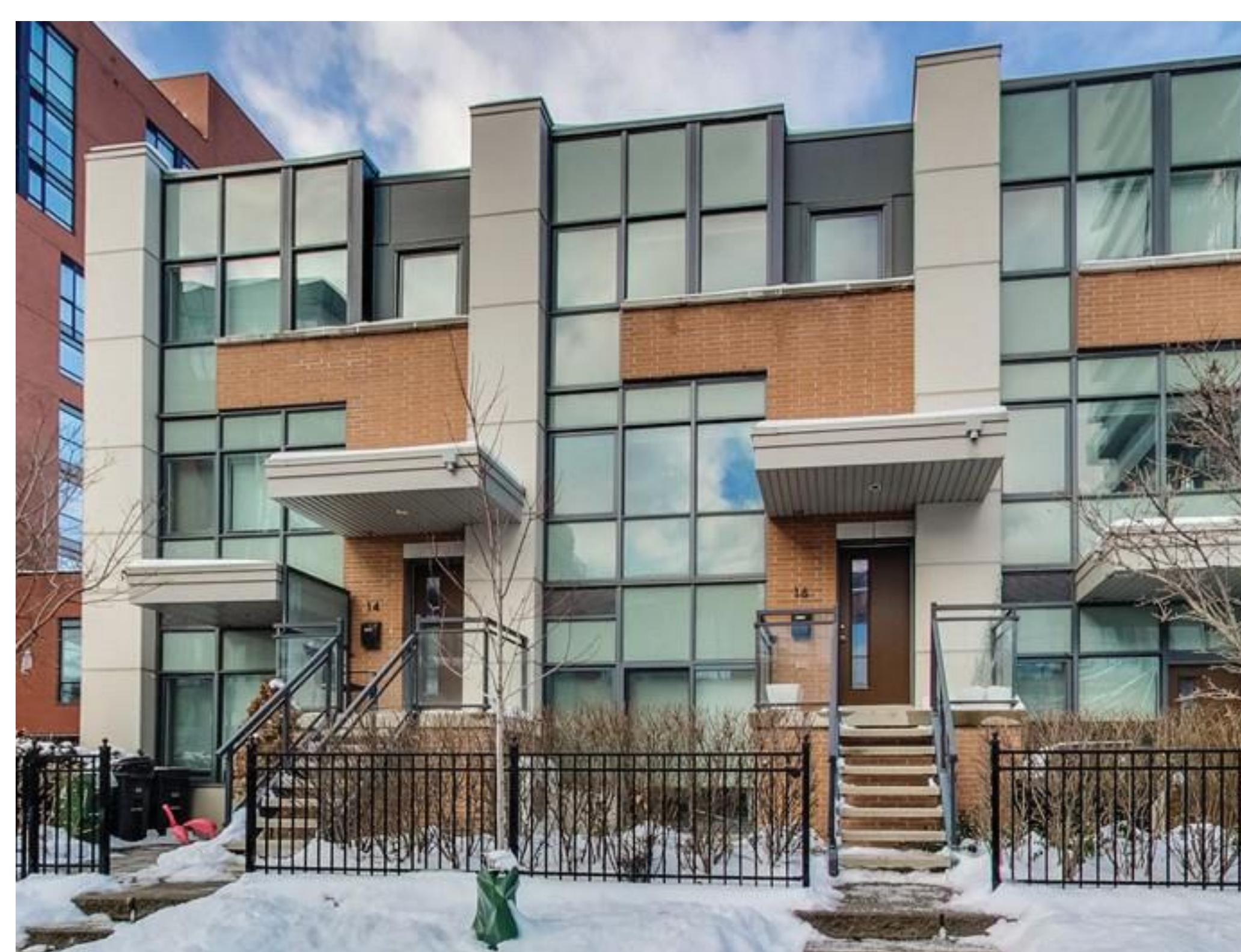
- Low-rise buildings up to 4 storeys
- Mid-rise buildings up to 5 - 14 storeys
- Adaptive reuse of the existing buildings will be 1-3 storeys

Low-rise buildings around the edges, close to the existing community, provide a respectful transition.



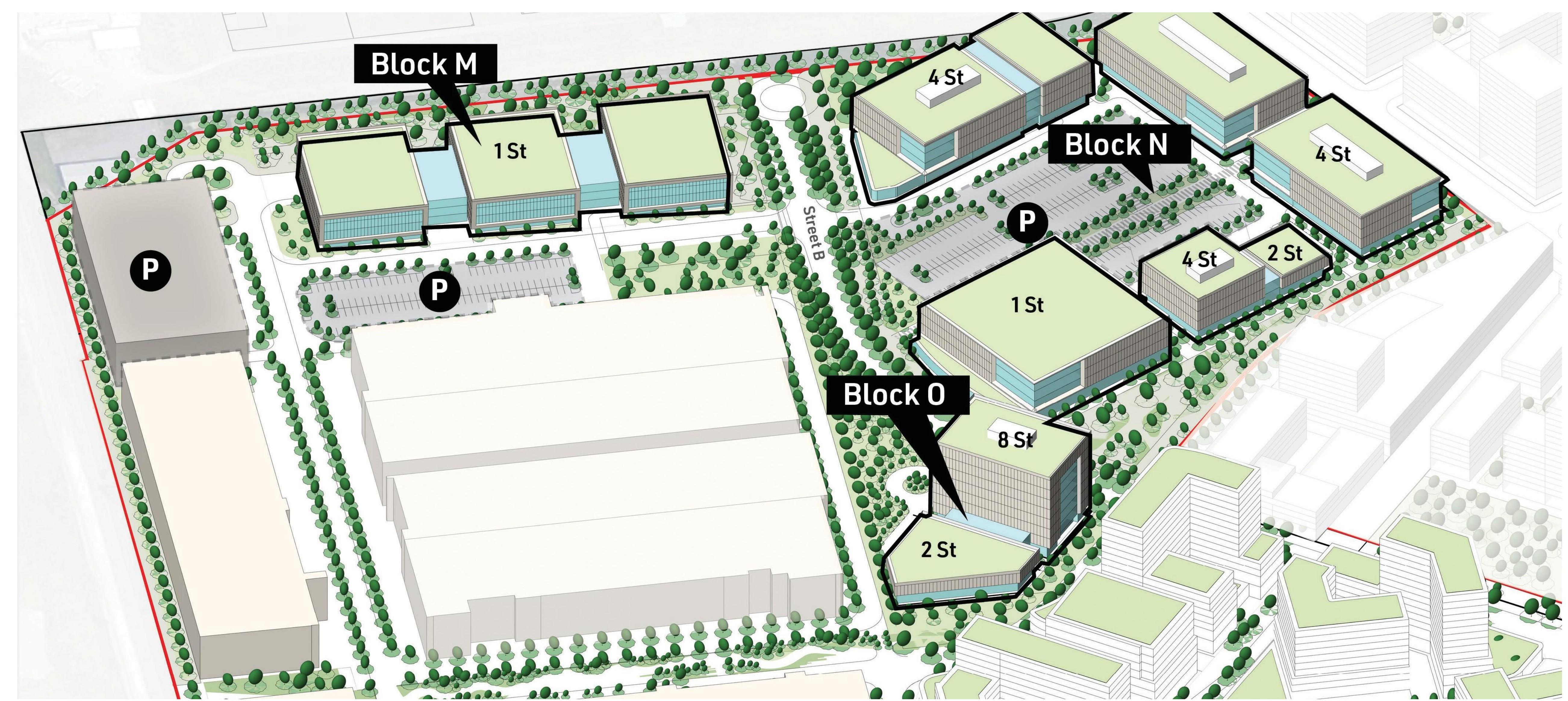
# Diverse Housing Mix

- A diverse housing mix of at least 40% 2- and 3-bedroom units
- 2,880 new housing units
- Mix of ownership (approx. 60%) and rental (approx. 40%)
- Underground parking for all new housing units
- ~85% market rate housing and ~15% affordable and workforce housing



# The North Sub-District

- The North Sub-District will contribute to creating a vibrant employment hub in the Taxiway West District.
- Designed with flexibility to accommodate a range of employment users such as medical and professional offices, light manufacturing, film production, research and technology.
- Approximately 1.4 M square feet (incl. the retrofitted north hangar building) of employment space that will support over 3,000 jobs.
- Built form will vary depending on the type of employment user and their needs.

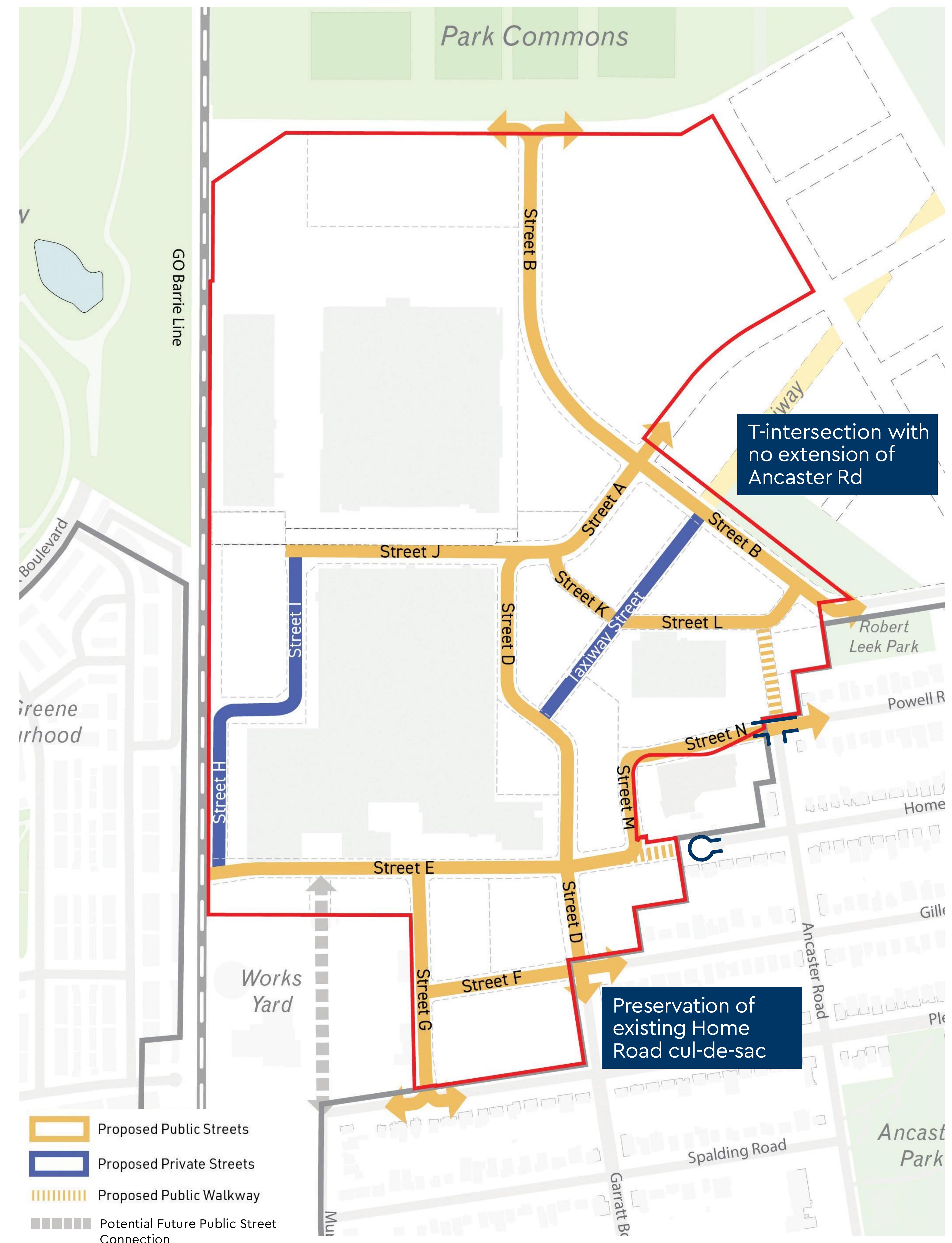


# A Fine-grained Street Network

- A well-connected street network that prioritizes pedestrians and cyclists by introducing new walkways, bike lanes, and vibrant green streets.
- Logical extension of select existing streets are provided into the District that mimic historical traffic flows and ensures appropriate access for future businesses, residents, and emergency vehicles.
- Previously proposed public street connections that were determined not be needed from a traffic and servicing perspective were revised to be pedestrian-only connections to minimize potential traffic impacts within the Ancaster neighbourhood.



## Proposed Street Network Plan



# Transit & Cycling Connections

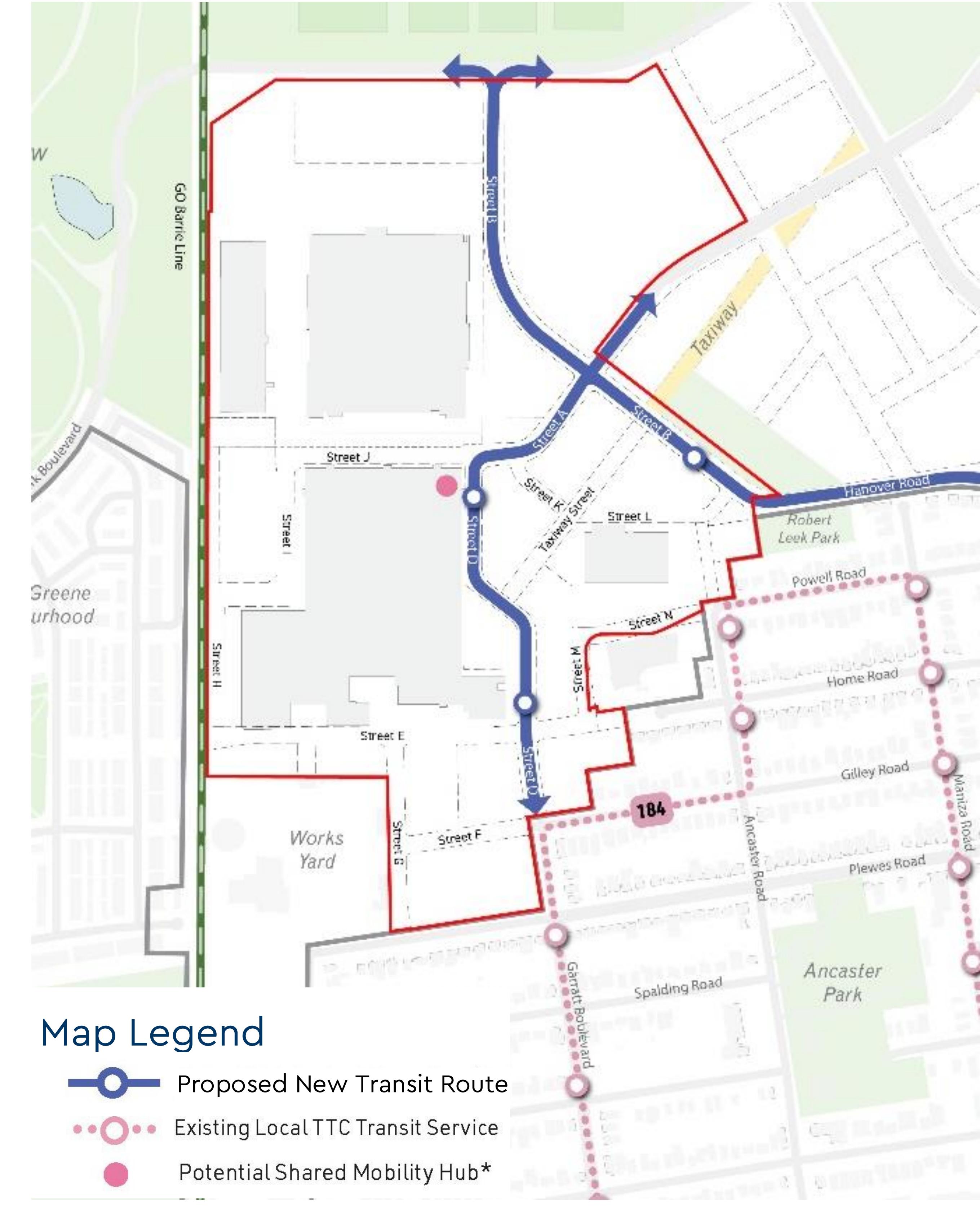
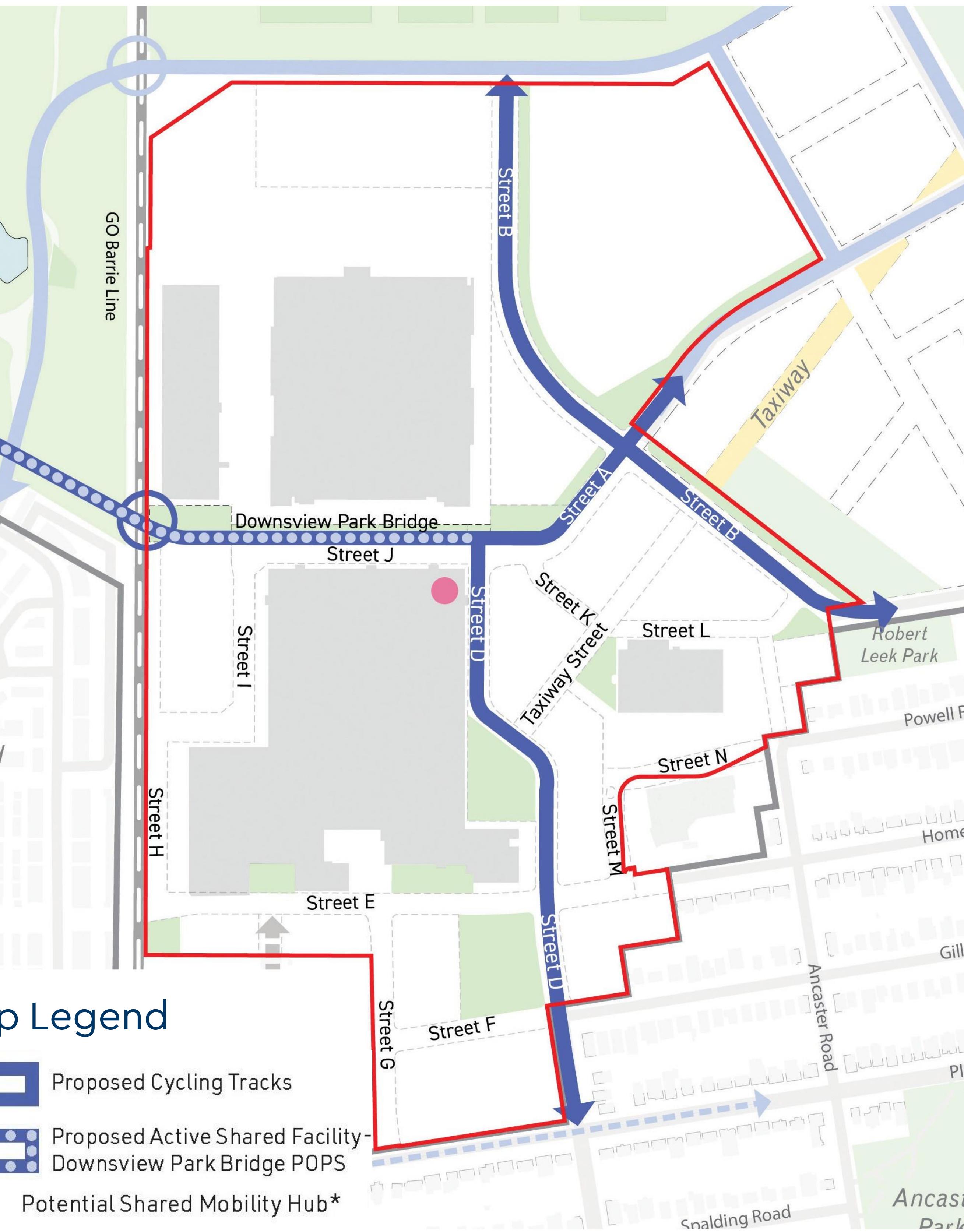
- Convenient, safe and integrated cycling and transit options that makes getting around without a car easier and more enjoyable.
- An expanded bike lane network that will connect to Downsview Park and the future City network in the surrounding area.
- New bike infrastructure such as public bike share and plenty of parking to make cycling more convenient.
- Frequent new bus stops for convenient access throughout the District and connections to Wilson TTC Station and other destinations.




Proposed Cycling Network



Proposed Transit Route



# The District's Key Places



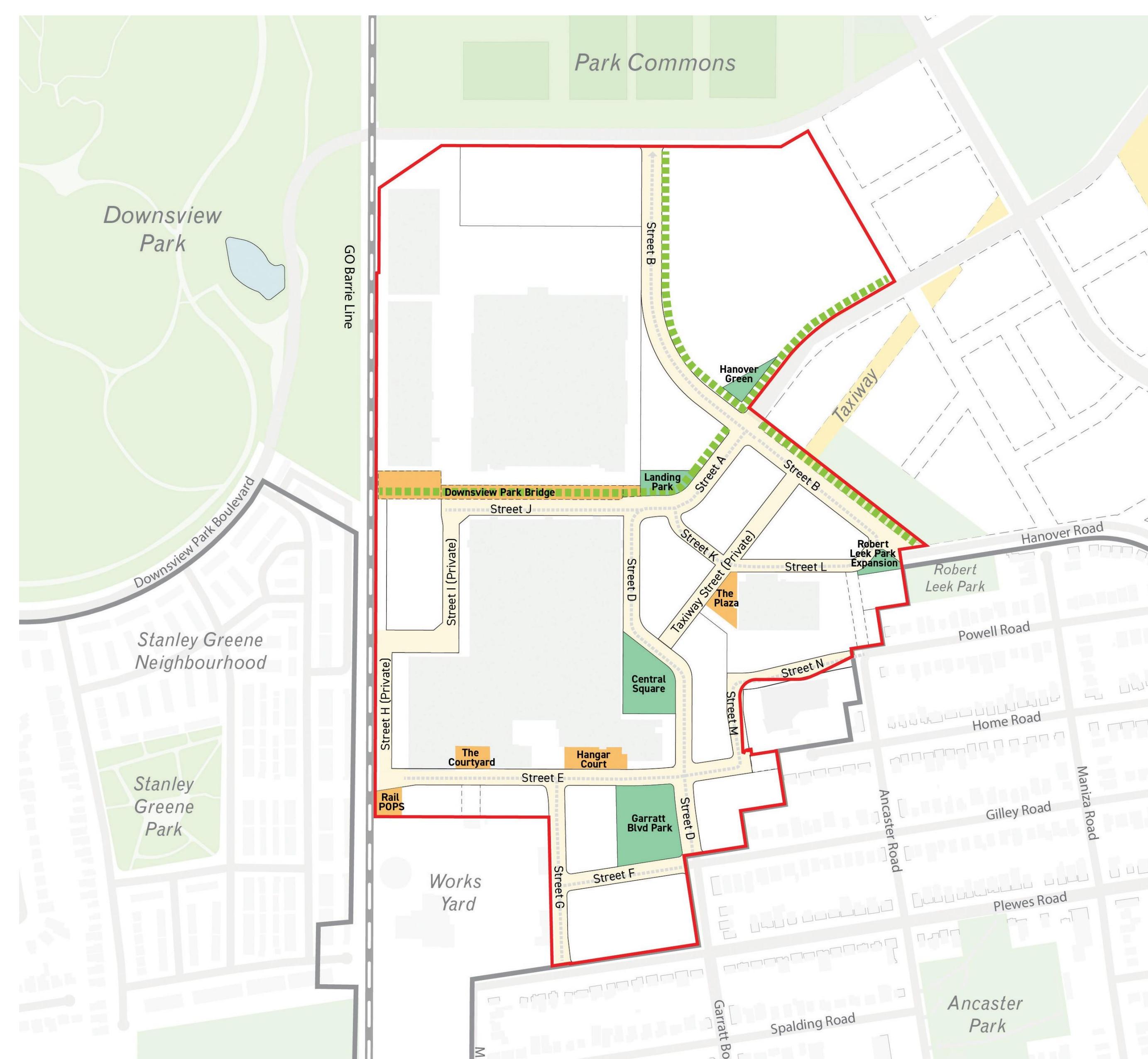
# Parks & Open Spaces

The Taxiway West District features approximately 8 acres of parks and open space. This system of open spaces is made up of three key components:

# City-Owned Public Parks (3.3 ac)

# Privately-Owned Publicly Accessible Open Spaces (POPS) (2.6 ac)

# Greenways (2.1 ac)



\*Greenways are 10m wide linear green spaces that facilitate connectivity between parks and open spaces. They provide important amenities for pedestrians, stormwater management, and biodiversity.

The parks and open space network has been guided by the following principles set out in the Taxiway West District Plan:



# 01 Distribute open spaces and create varied open space experiences

Open spaces will vary in scale, function and character, to support varied experiences and program offerings, all within a short walking distance.



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

The mobility network and Greenway system will create a comfortable pedestrian and cyclist experience throughout the District.

Downsview Park Bridge will be a destination in of itself and provide a critical connection to Downsview Park above the Barrie Go rail line.



# 03 Cultivate City Nature

Parks and open spaces will welcome nature into urban life, support health, wellbeing and biodiversity, provide essential stormwater management services and create a comfortable microclimate all year long.



## 04 Contribute to placemaking and place keeping

Parks and open spaces will leverage public art, design, naming, and programming to create a welcoming sense of community. These opportunities will make connections to the District's industrial legacy, as well as diverse cultural histories and futures.