TORONTO

Downsview
Urban Design Guidelines

Spring 2024

DOWNSVIEW URBAN DESIGN GUIDELINES

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2024

City of Toronto, City Planning
Downsview Urban Design Guidelines
The guidelines are to be read in conjunction with the Downsview Secondary Plan.

Downsview Urban Design Guidelines online:
www.toronto.ca/updatedownsview

Caption of the cover image: Aerial photo of the Downsview Airport today. (Source: Canada Lands Company and Northcrest Developments)

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1.0 Introduction

1.1 BACKGROUND

Figure 1.1: Downsview Secondary Plan Area

These Urban Design Guidelines ("guidelines") support the Downsview Secondary Plan ("Plan") by providing guidance for future development and public investment to implement the Plan's vision. The vision is centred around climate resiliency and achieving equitable outcomes. This will be realized partly through a robust, varied and equitably distributed *public realm*, which will include unique features that serve as organizing elements. These organizing elements include the Runway, Taxiway, and Green Spine as well as street network, blocks, parks and open space, linkages, cultural heritage resources (as identified in the Plan), and community infrastructure. Climate resiliency will be achieved by adapting to a changing climate in the design and construction of urban environments, and operation of buildings and infrastructure by reducing the use of GHG intensive materials, optimising designs and processes, reducing the carbon footprint of activities, and ensuring the efficient use of resources. Equity through urban design will be achieved by reducing and addressing physical barriers of the built form in the *public realm* that impede equitable outcomes, including access to parks and open spaces, education, and services. More detailed District Plans will be developed through comprehensive engagement that will include Indigenous, Black, and equity-deserving groups.

These guidelines are informed by analysis, testing and technical understanding of the constraints and opportunities of the Secondary Plan Area ("Plan Area"), as well as consideration for the Downsview Community Development Plan ("CDP"), the Master Environmental and Servicing Plan (MESP) and existing City-wide and area-specific studies and guidelines.

These guidelines should be read in conjunction with the Official Plan, Downsview Secondary Plan, applicable city-wide Urban Design Guidelines, and District Plans within the Secondary Plan Area, as well as other applicable City guidelines and policies.

1.2 AREA DESCRIPTION

The Plan Area is generally bound by Sheppard Avenue West to the north, Wilson Heights Boulevard to the east, Wilson Avenue to the south, and Keele Street to the west and is approximately 540 hectares in size. The Plan Area is located on high lands between the Don and Humber River watersheds and is part of the territory that has been occupied by Indigenous peoples since time immemorial.

The vastness of the Plan Area is experienced as discrete areas, each containing different uses. The dominant physical features within the Plan Area include Downsview Park, the William Baker woodlot, Department of National Defence, the Depot building, runway, taxiway and Hanger buildings. Existing infrastructure in the Plan Area includes the TTC Wilson Yard Complex, three TTC transit stations, one GO Transit Station and the GO Transit Barrie Line Rail Corridor ("GO Barrie Line") which together provide connectivity to the broader local and regional transportation systems. Highway 401 is located south of the Plan Area.

The Plan Area has a rich collection of cultural heritage resources, associated with the former Downsview Airport, including nationally significant military complexes and the De Havilland and Bombardier aerospace manufacturing facilities which date back to the 1930s.

1.3 VISION

The Secondary Plan outlines the vision for the Downsview area as a vibrant, attractive, and complete community: a place to live, work, play, visit and gather. The Plan Area will develop over 30 years and the Plan prioritizes stitching existing and new communities together, recognizing and responding to the impacts of climate change, creating communities of inclusion, leveraging the area's cultural heritage resources, and recognizing Indigenous worldviews and perspectives.

The Urban Design Guidelines further support and advance the two overarching goals of the Secondary Plan:

1. Climate resilience and environmental sustainability; and
2. Achieving equitable outcomes for Indigenous, Black, and equity-deserving groups.

2.0 Public Realm Structure

The *public realm* consists of a network of unique structuring elements which include the Runway, Taxiway, Major Parks and open spaces, the Green Spine, rail crossings, and major streets. The *public realm* considers the relationship and integration of these elements with the built form through active mobility, block permeability and greenways, to create sustainable and equitable communities. The *public realm* should be designed and organized to support *City Nature* and advance a variety of desirable outcomes including prioritization of biodiversity, sustainable stormwater management and *public realm* comfort. Parks and open spaces in the Plan Area will offer active and passive use opportunities for residents, workers, and visitors to experience nature and its associated health benefits. This interconnected *public realm* will encourage and facilitate gathering, commemoration, education, celebration, and place making for social cohesion of all groups, ages, and abilities.

The following guidelines provide general direction for the *public realm* within the Plan Area, followed by more specific guidelines for the unique structuring elements, which include the Runway, Taxiway and Green Spine.

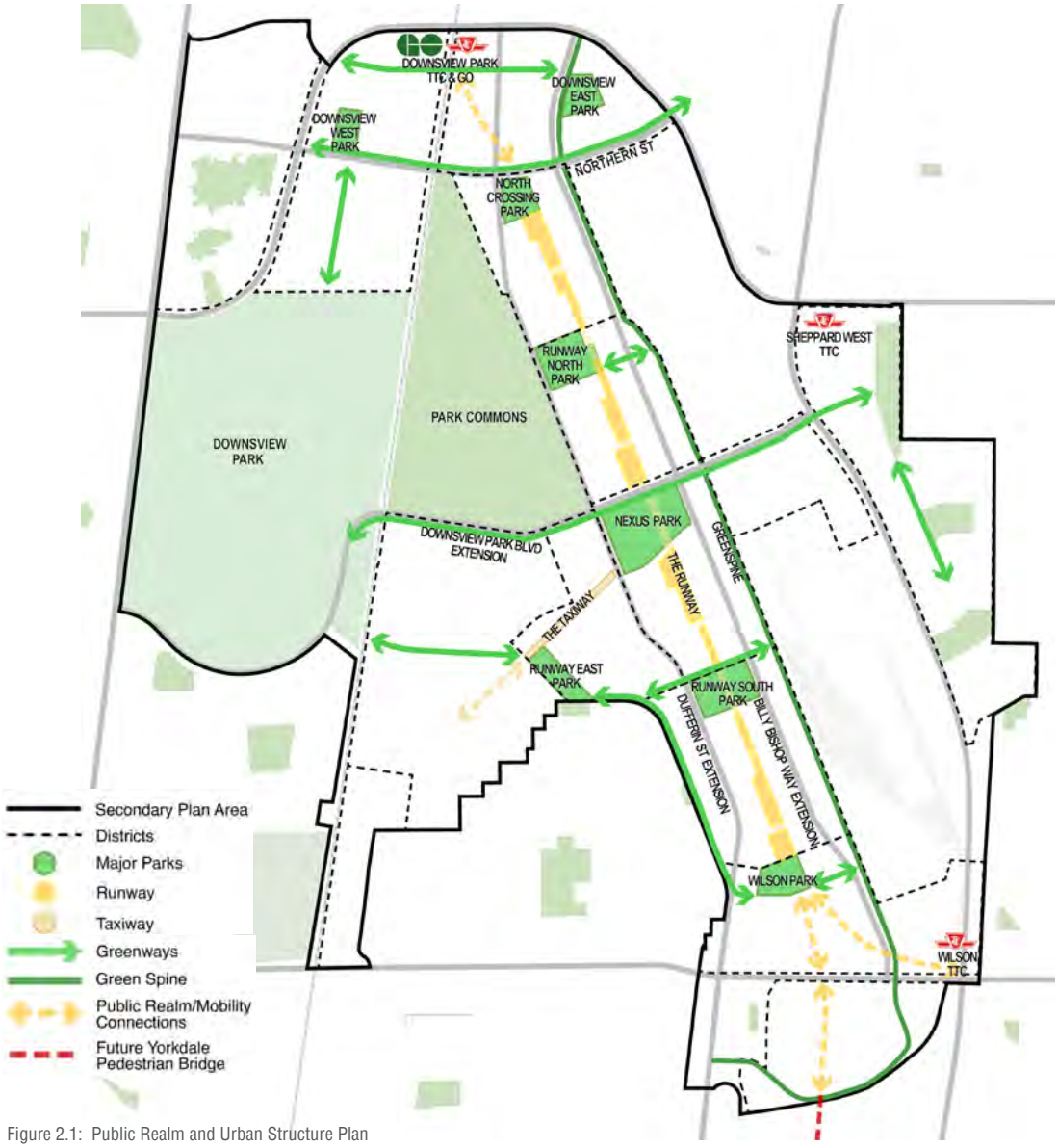

Figure 2.1: Public Realm and Urban Structure Plan

2.1 GENERAL

2.1.1 *Public realm* design should prioritize year-round active and passive use by:

a. Including amenities that encourage and enhance active and passive recreational uses. Amenities could include bike share, bike parking and repair stations, shaded shelters, benches and other seating, water fountains, skating trails and rinks, and cooling elements.

b. Designing the built form and *public realm* to create a comfortable at-grade microclimate including access to sunlight and facilitating windbreaks and mitigating downdraft, without impeding the long-term health and growth of plantings where they are used. Wind conditions should not exceed the City's Pedestrian Level Wind Study comfort requirements for the intended use of the spaces.

2.1.2 *Public realm* design should be inspired by the principles of *City Nature* to enhance biodiversity and habitat health, advance resilience, and provide residents, workers, and visitors with an opportunity to experience nature.

2.1.3 Where possible, *public realm* design will integrate soft and hard landscaping materials that generally require reduced and/or alternative maintenance approaches to support *green infrastructure* functions, biodiversity, and habitat.

2.1.4 To advance *City Nature*, softscape areas throughout the *public realm* should prioritize a multi-layered approach to vegetation comprising of groundcover, tall grasses, shrubs, and trees with canopies appropriate for their target purpose.

2.1.5 Development will frame and enhance the *public realm*, through appropriate enclosure and scaling and should be designed to achieve broader Plan objectives regarding the appropriate distribution of density.

2.1.6 Development will provide casual overlook of the *public realm.* Blank wall conditions are discouraged to ensure the safety of all users.

2.1.7 The Runway and Major Parks will be prioritized areas for increased sun access as per performance standards in the Secondary Plan.

2.1.8 Through engagement with First Nations and Indigenous communities, *public realm* design should acknowledge Indigenous presence (past, present, and future), support *Indigenous place-keeping* and stewardship, and incorporate elements with cultural significance and symbolism. This could include a range of spaces that support Indigenous recreation and cultural practices (e.g., sacred fires, ceremonies, sweat lodges, water elements and Ancestor trails).

2.1.9 Recognize opportunities to contribute to an Indigenous Ancestor Trail within the Plan Area, through the integration of Indigenous plantings and natural features, public art, wayfinding, educational signage and /or street furniture.

2.1.10 The public realm should respond to and be inclusive of cultural heritage resources, such as through the layout, design and orientation of major public realm features related to aerospace and military histories and/or cultural heritage.

2.1.11 The *public realm* may include educational signage which provides information about the history of the area, and opportunities for environmental education.

2.1.12 The *public realm* should include wayfinding tools that enhance the pedestrian and cycling experience and orient users to prominent locations within the Plan Area and beyond.

2.1.13 The *public realm* should include appropriate lighting that recognizes the intended character of the unique structuring elements.

2.1.14 Where possible, *public realm* design should consider opportunities to create interesting gathering places by supporting passive recreational uses and design elements along slopes and terraces.

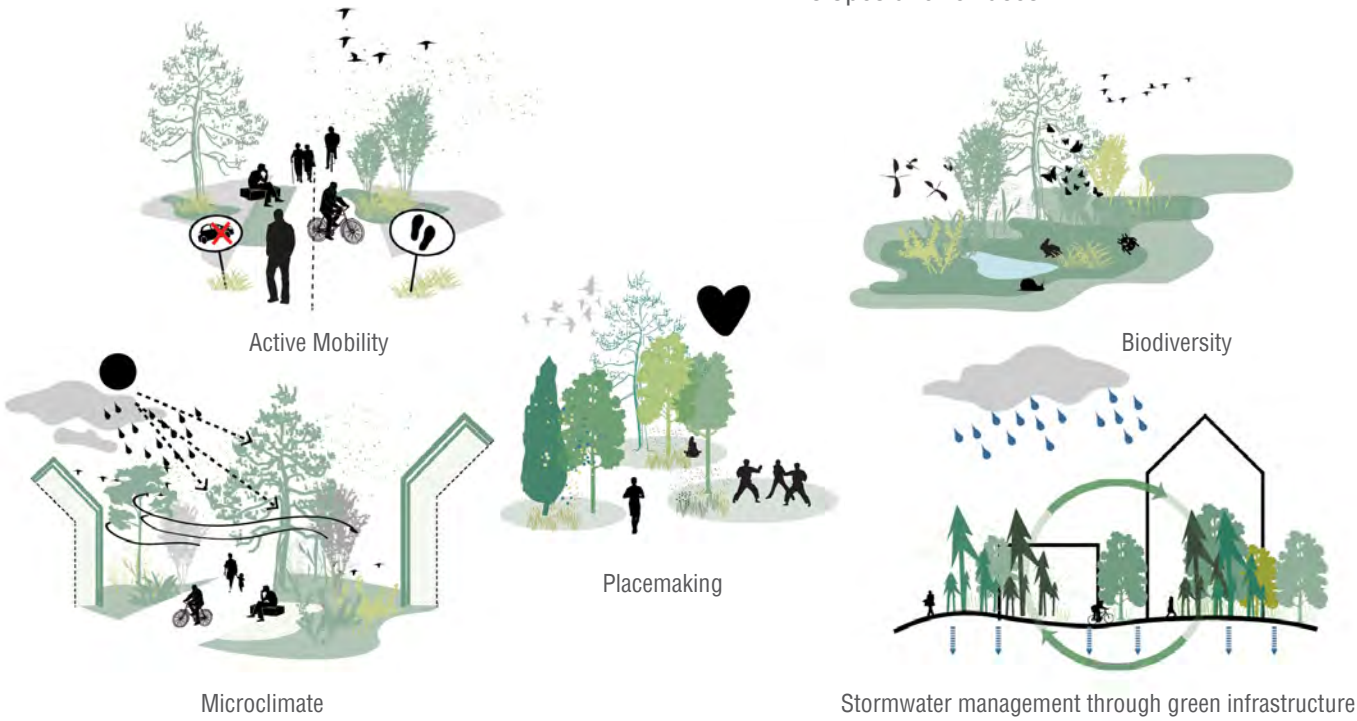

Figure 2.2: Public realm design considerations

2.2 THE RUNWAY AND TAXIWAY

As fundamental and important elements of the area's nationally significant aerospace and military history, the Runway and Taxiway will be reimagined as continuous publicly accessible open space corridors. The integration and interpretation of these two structuring *public realm* elements will include similar design features while also reflecting their unique characteristics.

The following guidelines apply to both the Runway and Taxiway and may be subject to further refinement through the District Planning process:

2.2.1 The Runway and Taxiway should be designed for slow-moving active mobility, lingering, and gathering.

2.2.2 The Runway and Taxiway should each include a pedestrian clearway that is not required to be linear.

2.2.3 Hard and soft landscaping, including tree planting, lighting and wayfinding features should enhance the user experience and, linearity of the Runway and Taxiway and support the historic commemoration of these spaces.

2.2.4 Design of the Runway and Taxiway is encouraged to commemorate their aerospace history and reveal the lands' orientation between the Don and Humber River watersheds through the incorporation of landscape and water features, including tree canopy and other *green infrastructure*.

2.2.5 The Runway and Taxiway design should achieve comfortable at-grade microclimate conditions for all users. Special attention should be directed to reducing wind funnelling between the Runway and Major Parks *(Refer to Guideline 2.3.7).*

2.2.6 Where the Runway or Taxiway intersects with a street or greenway, elements of the surface treatment of the Runway or Taxiway should extend into the street. Where this occurs, the design of the street should incorporate design features that maintain the Runway or Taxiway's legibility and material vocabulary.

2.2.7 Where the Runway or Taxiway intersects with a park, the function and programming of the park will be prioritized. Continuity and legibility will be communicated through design and/or experience, with an emphasis on its eastern edge for the Runway and the north-western edge for the Taxiway.

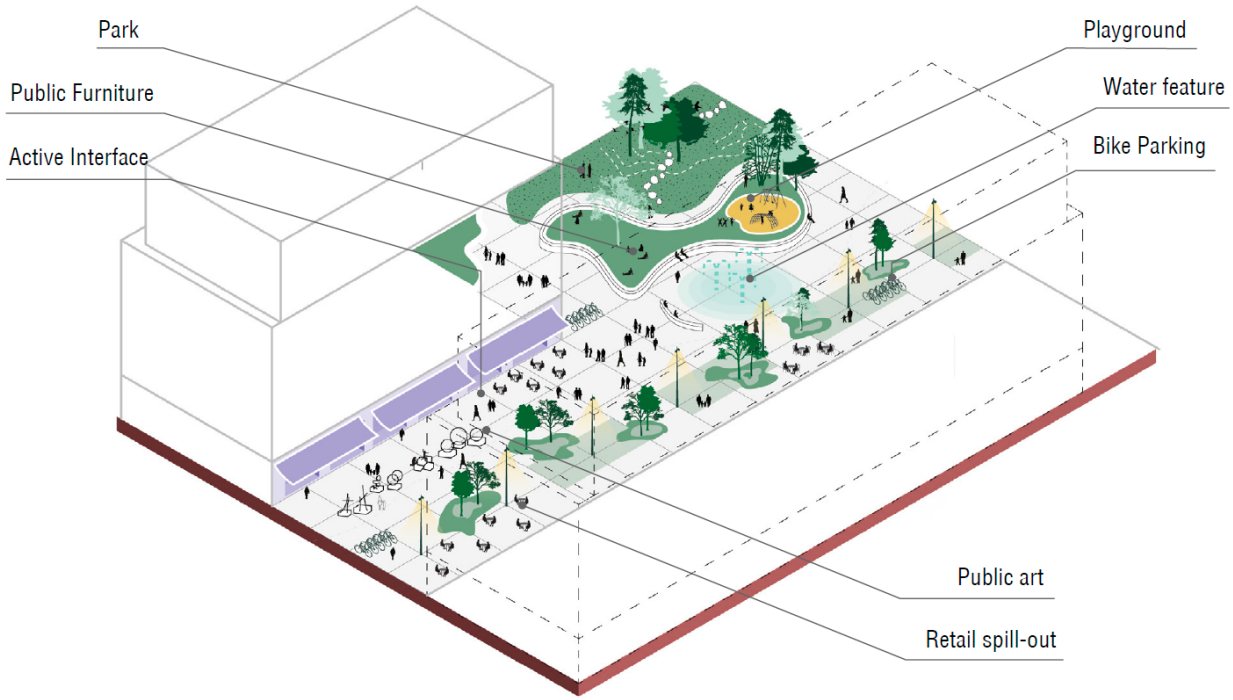

Figure 2.3: The Runway and Taxiway are linear open spaces that may include a variety of both passive and active program areas.

The Runway

The Runway represents a transformation of the former airstrip, reinterpreting one of Downsview's most defining heritage features. The Runway will become the central spine of public life at Downsview. The Runway will be over 2 kilometres long, a continuous, linear publicly accessible open space and active mobility route, animated with vibrant uses including community uses and public amenities, becoming a destination for citizens from across the city and beyond.

The following guidelines apply to the Runway and may be subject to further refinement through the District Planning process.

Legacy, Continuity and Linearity

The following guidelines will ensure the Runway's transformation highlights and maintains its legacy, continuity, and linearity.

2.2.8 The western edge of the Runway should expand and contract to reflect the intended character of the Runway, support adjacent uses and the corresponding district programming and maximise access to sunlight on the Runway as required per the Plan.

2.2.9 The Runway should expand to its legacy width, generally 60 metres, two to four times, at strategic locations such as when approaching Nexus Park and approaching Major Parks at its northern and southern ends.

2.2.10 The Runway widths should gradually increase and decrease to create *urban rooms* that extend along several building frontages, as illustrated in *Figure 2.4.*

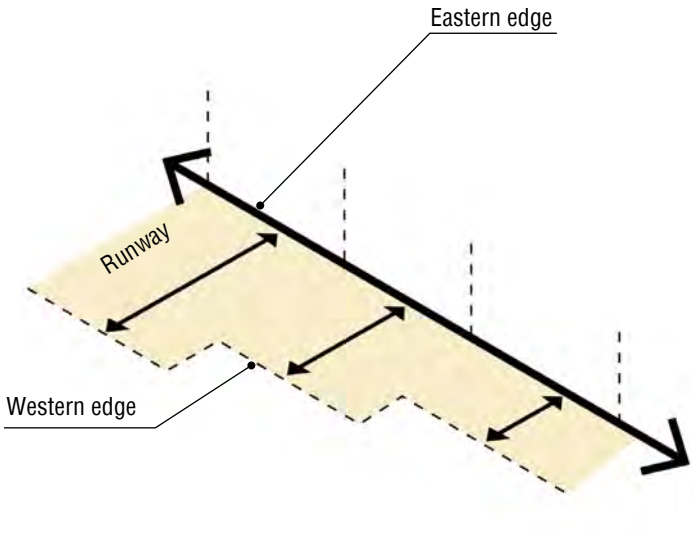

Figure 2.4: The eastern edge of the Runway will be treated as a build-to edge while the western edge will expand and contract.

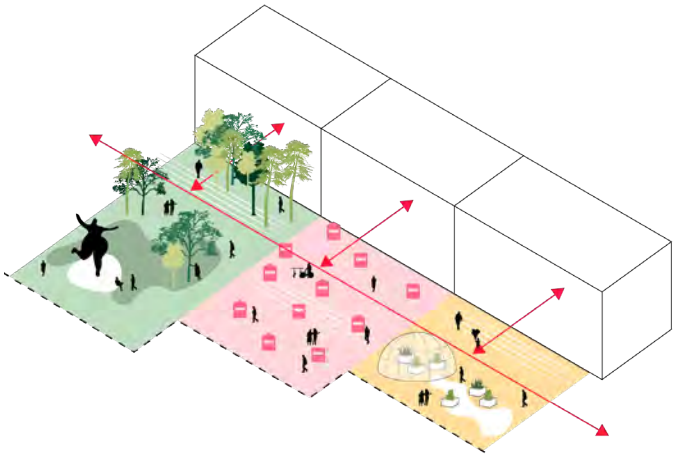

Figure 2.5: The Runway will provide a variety of experiences along its length.

2.2.11 The Runway will have a common design that may be linked to the historical existence of the Runway, and the concept of flight. This will reinforce its linearity and may include, but is not limited to, incorporating airport signage, supergraphics and symbols.

2.2.12 Opportunities for extended views along portions of the eastern edge of the Runway are encouraged to enhance topographic variation and linearity and emphasize higher elevations.

Figure 2.6: Conceptual perspective of the Runway with design elements that recall its historical uses.

Figure 2.7: Conceptual perspective showing the Runway influencing the design of intersecting parks to reinforce the Runways eastern edge.

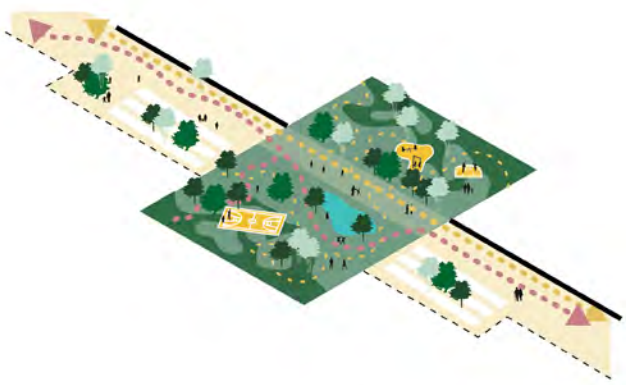

Figure 2.8: Diagram illustrating the treatment of the Runway when intersecting with a park.

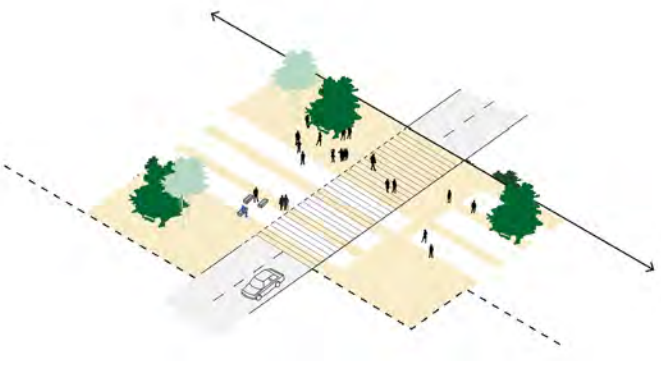

Figure 2.9: Diagram illustrating the treatment of the Runway extending across an intersecting street.

Urban Rooms and Animation

2.2.13 The Runway design should be read as a sequence of *urban rooms* that individually define activities and spaces and collectively express the linear structure of the Runway. The *urban rooms* should also express the surrounding built form and uses through materiality and landscape.

2.2.14 The design, programming, and treatment of the *urban rooms* should respond to their corresponding district's scale, character, programming, and land uses. This is to emphasize and adequately utilize the Runway's varying widths, while encouraging users to explore its full length.

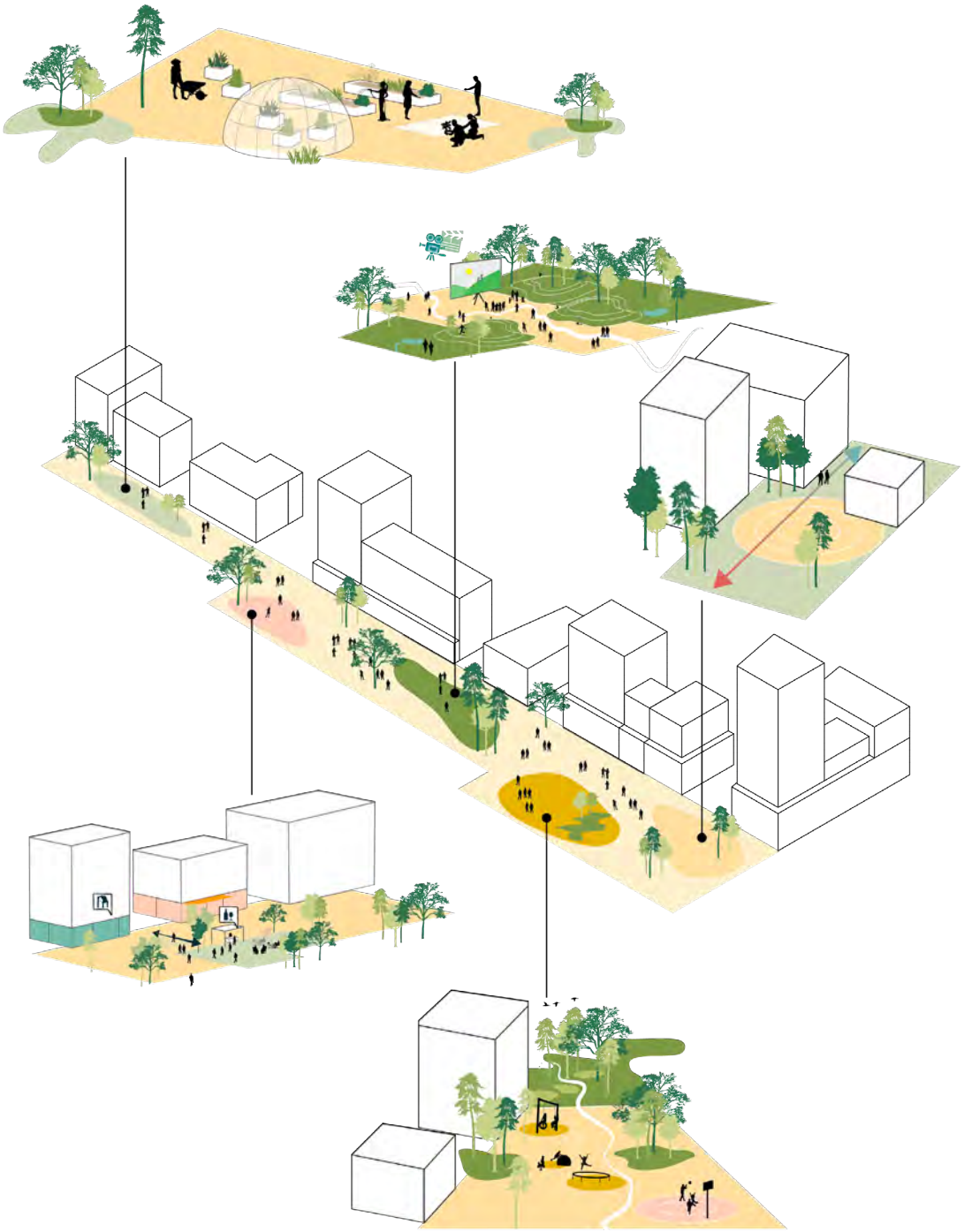

Figure 2.10: The Runway will be experienced as a series of unique "Urban Rooms" which respond to their corresponding District.

2.2.15 At its narrowest width of 20 metres, the Runway should be experienced as a unique and playful pedestrian-oriented space with features that add interest, provide public amenity, and animate its edges, such as through café seating and program spill out space, kiosks, fountains, umbrellas, and other shelters.

2.2.16 Where its width expands beyond 20 metres, the Runway should be experienced as a generous open space. Programming and design should take advantage of the scale to expand and/or enhance the programs within adjacent built form, private and public spaces, and offer opportunities for active and passive recreation, commercial activity, pavilions, and event programming.

2.2.17 Commercial activity, community uses and/or program areas should be clustered to create pockets of activity that support businesses and overall vibrancy.

2.2.18 District Plans should describe the character, design, and programming opportunities for the Runway, which may include recreational uses for each *urban room,* as well as their relationship to adjacent built form and surrounding uses and programming, parks, and open spaces.

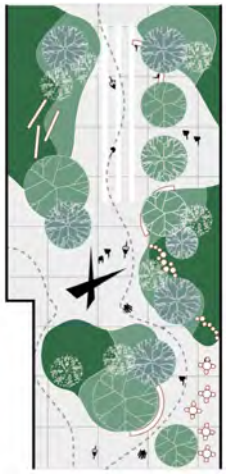

Figure 2.11: Sample plan of the Runway at its narrowest, 20 metres.

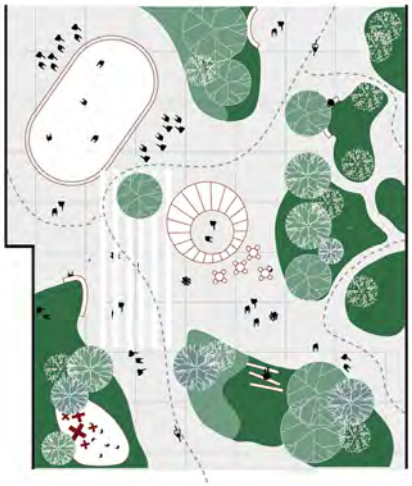

Figure 2.12: Sample plan of the Runway as it expands to approximately 40 metres.

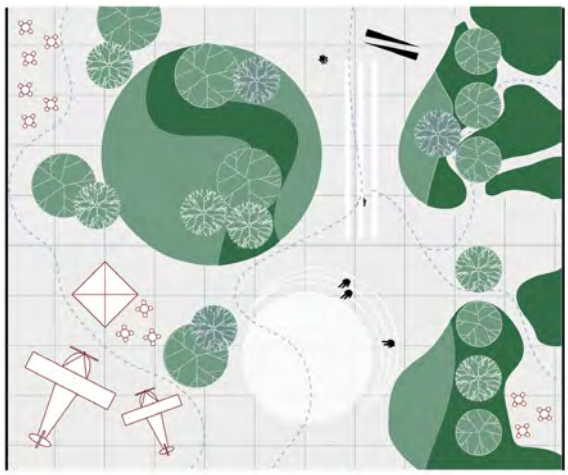

Figure 2.13: Sample plan of the Runway as it expands to its legacy width of approximately 60 metres.

Built Form Adjacencies for the Runway

This section should be read in conjunction with *Section 3: Built Form*.

2.2.19 The Runway will be prioritized as a primary *public realm* element in terms of spatial hierarchy, programming and activity, continuous access to sun, and wind mitigation measures. District Plans will demonstrate how the built form along the Runway achieves these sun access requirements as per the Plan.

2.2.20 To reinforce the Runway's linearity and create opportunities for long-spanning views, development along the eastern edge of the Runway should not project beyond the defined build-to edge or be set back more than three metres. Where development includes a setback, or opens to a courtyard, it should be designed to engage meaningfully with the build-to-edge by using overhangs, cantilevers, and/or colonnades.

2.2.21 Building heights east of the Runway should generally be taller than those to the west of the Runway to maximize access to sunlight on the Runway.

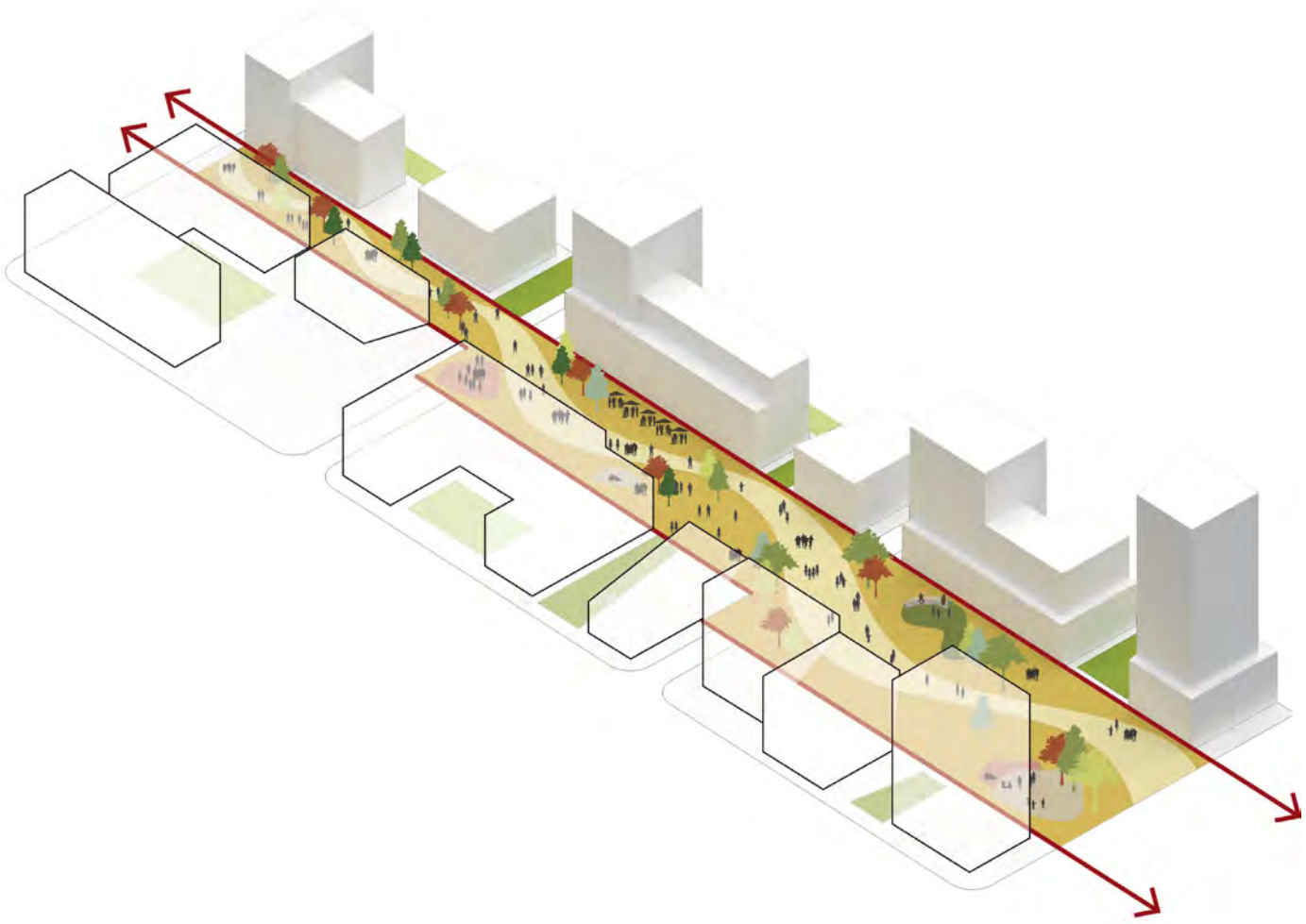

Figure 2.14: Perspective view of the Runway.

2.2.22 Where the Runway is not a focus for retail, commercial and/or community uses, grade-related residential entrances are permitted and should be oriented towards the Runway to support a finer-grain neighbourhood street character. The following should be demonstrated:

a. Residential units along the Runway should be designed with flexibility to accommodate non-residential at-grade uses in the future.

b. Individual at-grade residential unit entrances should be set-back generally three metres to support occupant privacy and the transition between public and private space.

2.2.23 Residential courtyards may be considered along the Runway to support casual overlook.

2.2.24 The built form interface should include opportunities for innovative and dynamic architectural details such as retractable awnings or canopies, solar shades, temporary patios, and partially enclosed mid-door spaces.

2.2.25 Development should incorporate elements that enhance visual interest where the Runway width exposes additional building edges, such as through integration of additional building entrances, glazing, green walls and murals.

2.2.26 District Plans will demonstrate how the built form approach mitigates uncomfortable wind conditions from occurring along the Runway. The following should be considered:

a. Development along the Runway should be designed to contribute to a year-round comfortable at-grade experience for sitting, walking, and cycling along its length.

b. Development along the Runway's eastern edge should be designed to mitigate potential for downdraft, through a variety of strategies, including but not limited to, step-backs, balconies, built form shielding on the western edge, interstitial wind-break floors, and/or porticos.

Figure 2.15: Frederiksberg Allé 41, in Copenhagen, Denmark. (Source: Cobe Architects)

Figure 2.16: The Nordø and Porten development in Copenhagen, Denmark. (Source: Henning Larsen)

Figure 2.17: The Schützenstrasse Development in Munich, Germany. (Source: David Chipperfield)

The Taxiway

The Taxiway refers to the section between Nexus Park and Robert Leek Memorial Park. The Taxiway will maintain its original linear axis, and be reimagined to function as an east-west connection linking spaces such as squares, plazas, and parks, through to the Runway and further east to Sheppard West Station *(Refer to Figure 2.1)*.

2.2.27 The design of the Taxiway will maintain its linear legibility to support and interpret its connection to the aerospace history of the lands. Though the Taxiway terminates at Robert Leek Memorial Park, its consistent alignment with Taxiway Street, which continues west to the Hangar buildings, reinforce this linear legibility. The Taxiway will also provide connectivity to Nexus Park and the Runway to the east.

2.2.28 The Taxiway should be a minimum width of 18.5 metres and will expand in response to the program and character intentions of the district. Building setbacks will be determined through District Planning processes.

2.2.29 The Taxiway's north-western edge will be treated as a build-to edge to reinforce its linearity and support views along the north-western edge.

Public Realm / Mobility Connections

Map 7-2 Public Realm of the Secondary Plan and *Figure 2.1* of the Urban Design Guidelines refer to Runway and Taxiway Connections as Public Realm/ Mobility Connections.

2.2.30 The Runway and Taxiway connections will acknowledge broader active mobility linkages and provide connections to streets, *greenways*, transit stations, heritage features and other destinations.

2.2.31 Where the Runway terminates at a park, connections will continue active mobility and movement further north and south *(Refer to Figure 2.1)*. Connections may include *greenways* with amenities to support active mobility between the Runway, Wilson and Wilson South Districts, Downsview East, transit stations and other destinations.

Figure 2.18: Rendering of the proposed built form at Quayside on Toronto's Waterfront. (Source: Henning Larsen)

2.3 PARKS AND OPEN SPACES

Function and Design

2.3.1 Major Parks should be designed to integrate active and passive recreational uses while balancing the naturalized spaces and features that support *green infrastructure.*

2.3.2 Parks and open spaces should minimize hardscaping and encourage permeability wherever possible.

2.3.3 Recreational facilities with larger footprints should be located in larger parks. One Major Park will be designed to support a cricket pitch.

Stormwater Management and Green Infrastructure

2.3.4 Parks that are designed to perform a stormwater management function should:

a. Efficiently integrate recreational facilities within the park topography where possible, while minimizing the impact on the park's primary function and low-lying areas designed for water retention;

b. Identify park-based recreational facilities and programming that are not flood-tolerant and locate these at higher elevations; and

c. Promote tree health, including thorough tree placement and the protection of tree roots.

Figure 2.19: Parks and open spaces in Copenhagen, New York, and Manchester, from left to right. (Sources: 1:1 Landscape, Michael Van Valkenburgh Associates Inc, Studio Egret West).

Figure 2.20: Parks and open spaces showing HtO in Toronto, Vallon Park in Lyon, and Teardrop Park in New York City, from left to right. (Sources: CCxA Landscape Architecture and Urban Design, Ilex Landscape Architecture, Michael Van Valkenburgh Associates Inc.).

Built Form Adjacencies for Parks and Open Spaces

This section should be read in conjunction with *Section 3: Built Form*.

2.3.5 Major Parks are prioritized as *public realm* elements. The built form that surrounds each Major Park should frame the space and ensure access to sunlight, while mitigating wind impacts. District Plans will demonstrate how the built form adjacent to Major Parks will meet the sunlight access requirements, as per the Plan, and ensure a comfortable microclimate.

2.3.6 District Plans will demonstrate how the proposed location of local parks and distribution of density and massing adequately limits shadowing, achieves density objectives, and considers other district-level sun/shadow priorities (e.g., the Runway and Major Parks).

2.3.7 District Plans will demonstrate how the built form approach has considered mitigating uncomfortable winds on parks and open spaces through a variety of strategies, including but not limited to step-backs, balconies, overhangs, built form shielding on the western edge of parks and the Runway, interstitial wind-break floors, and/or porticos.

2.3.8 Buildings should be designed to emphasize gateways at significant entrances to Major Parks *(Refer to Guideline 3.4.8 and 3.4.9).*

Figure 2.21: A raingarden in Stanley Greene Park adjacent to park-based active recreation facilities. Spaces in Remisepark in Copenhagen and St. Patrick's Island in Vancover are designed to be floodable during major storm events, with grading features designed to support active and passive recreation. (Source: FORREC, BOGL and W-Architecture)

Figure 2.22: Remisepark and the Loop Park in Denmark leverage the benefits of rainwater to introduce naturalized spaces, while the Walker Art Center gardens in Minneapolis provides overlook. (Source: BOGL, Holscher Nordberg Architecture and Planning and HGA)

2.4 THE GREEN SPINE

The Green Spine is a linear active mobility, habitat connector and *green infrastructure* corridor located generally along the eastern edge of the Plan Area connecting generally to Chesswood Drive to the north and the proposed Yorkdale pedestrian bridge to the south *(Refer to Map 7-2 Public Realm* and *Map 7-9 Cycling Network in the Downsview Secondary Plan).* The final width will be determined by assessing adjacent *public realm* uses and built forms and may narrow or widen according to these conditions.

The following guidelines apply to the Green Spine and may be subject to further refinement through the District Planning process.

Function and Design

2.4.1 The Green Spine will be a continuous north-south open space and active mobility corridor, habitat connector and *green infrastructure* corridor that is approximately 3 kilometers in length and 15 to 18 metres in width.

2.4.2 The landscape and planting strategy along the Green Spine should consider the requirement for continuous movement, safety, sight lines and visibility, particularly of active mobility users at street intersections.

2.4.3 The lighting strategy should recognize the intended character of the Green Spine as a naturalized corridor intended to facilitate habitat connectivity.

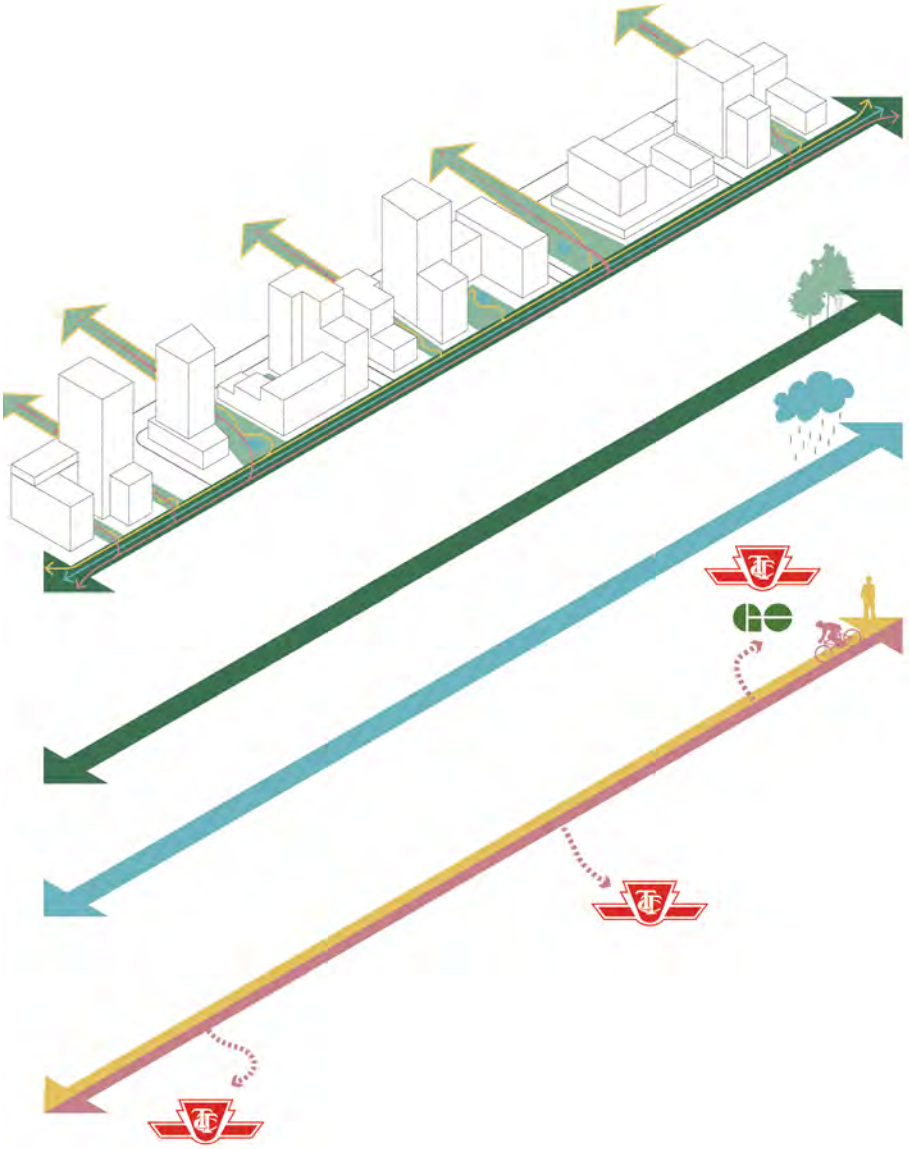

Figure 2.23: The Green Spine is a linear active mobility, stormwater management, biodiversity and habitat connector.

2.4.4 A bioswale of approximately 4 metres in width will be included in the Green Spine to convey stormwater and allow for stormwater infiltration where the surrounding district is using a decentralized stormwater management system.

2.4.5 Where the Green Spine intersects with a street, the character and treatment of the Green Spine should influence the design of the street to include features such as wider hard and soft landscaping with denser planting and trees.

2.4.6 Where the Green Spine is immediately adjacent to Billy Bishop Way, the functions of the Green Spine and the street should be considered comprehensively to eliminate duplication and realize efficiencies, with direction from the MESP. The pedestrian, cycling and *green infrastructure* functions of the Green Spine will be adapted to serve as the eastern boulevard condition for Billy Bishop Way.

2.4.7 The Green Spine will be designed with appropriate considerations for operations and maintenance, such as required vehicle access for winter maintenance.

2.4.8 The character and design of parks, open spaces, and Privately-Owned Publicly Accessible Spaces (POPS) adjacent to the Green Spine should be influenced by the Green Spine's natural character which supports habitat health and a diversity of healthy flora and fauna, without compromising the functional programming requirements of the park, open space, and/or POPS.

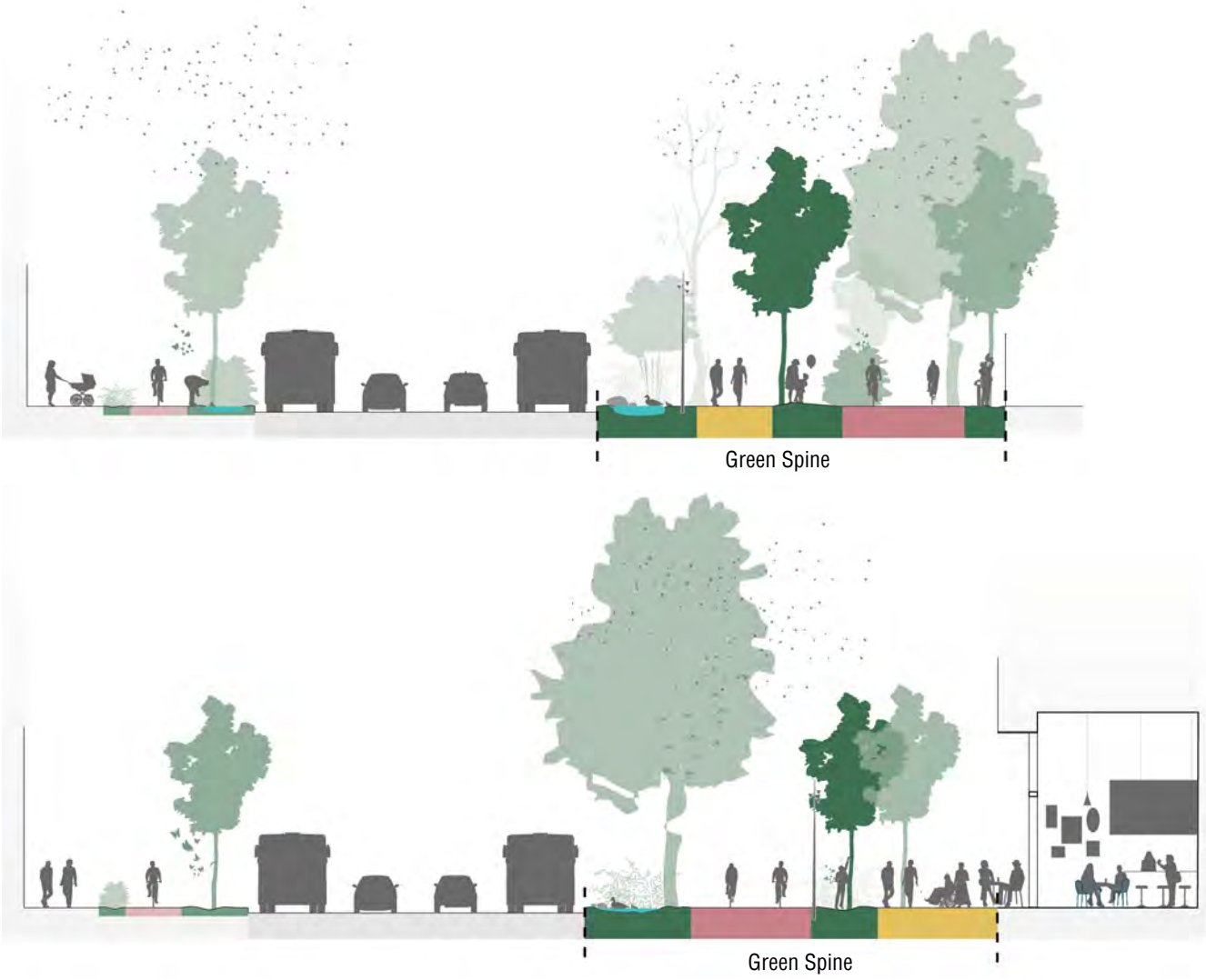

Figure 2.24: The Green Spine adjacent to Billy Bishop Way, planned comprehensively to eliminate duplication between functional areas.

Active Mobility

2.4.9 The Green Spine's pedestrian pathway will generally be 2.5 to 3.5 metres in width.

2.4.10 The Green Spine's bi-directional bikeway will generally be 4 to 5 metres in width *(Refer to the Toronto On-Street Bikeway Design Guidelines).*

2.4.11 The bikeway will generally be physically separated from the pedestrian pathway to maintain safety, enhance movement, and reduce conflicts between users.

a. Where feasible, this may be achieved through placement of natural design features such as landscaping and *green infrastructure*; and

b. Where separation is not feasible or consistent with the intended character, dedicated space for both, cyclists and pedestrians, will be maintained and slower travel speeds should be encouraged through signage, design elements, or other appropriate interventions.

Figure 2.25: Conceptual section of the Green Spine (left), showing a separate pedestrian path and bike-way, similar to the precedent in Copenhagen (right). (Source: Cycling Embassy of Denmark, The Green Path , Frederiksberg, Copenhagen)

Figure 2.26: Conceptual section of the Green Spine (left), showing a pedestrian path combined with the bike-way, supporting different modes as in the Copenhagen Business School precedent (right). (Source: Marianne Levinsen Landskab, Copenhagen Business School)

Figure 2.27: Conceptual section of the Green Spine (left), showing a pedestrian path over a body of water, supporting opportunities to interact with natural areas- as in the Dutch Kills Green precedent in New York City (right). (Source: WRT, Dutch Kills Green)

2.4.12 Portions of the active mobility infrastructure may be cantilevered over landscaped areas and/or *green infrastructure* features to make efficient use of space and to enhance visual interest. This may also provide design variation throughout the Green Spine's length and allow paths to travel through vegetated areas without compacting soils and root systems.

2.4.13 The Green Spine should include pedestrian and cyclist amenities such as benches, planter wall seating, bicycle parking and repair stations, emergency stations, water fountains, waste receptacles and other street furniture to enhance user experience and support its function as the primary north-south active mobility corridor.

2.4.14 The safety and prioritization of active mobility should be reinforced through street design using devices such as bump-outs, raised intersections or other measures.

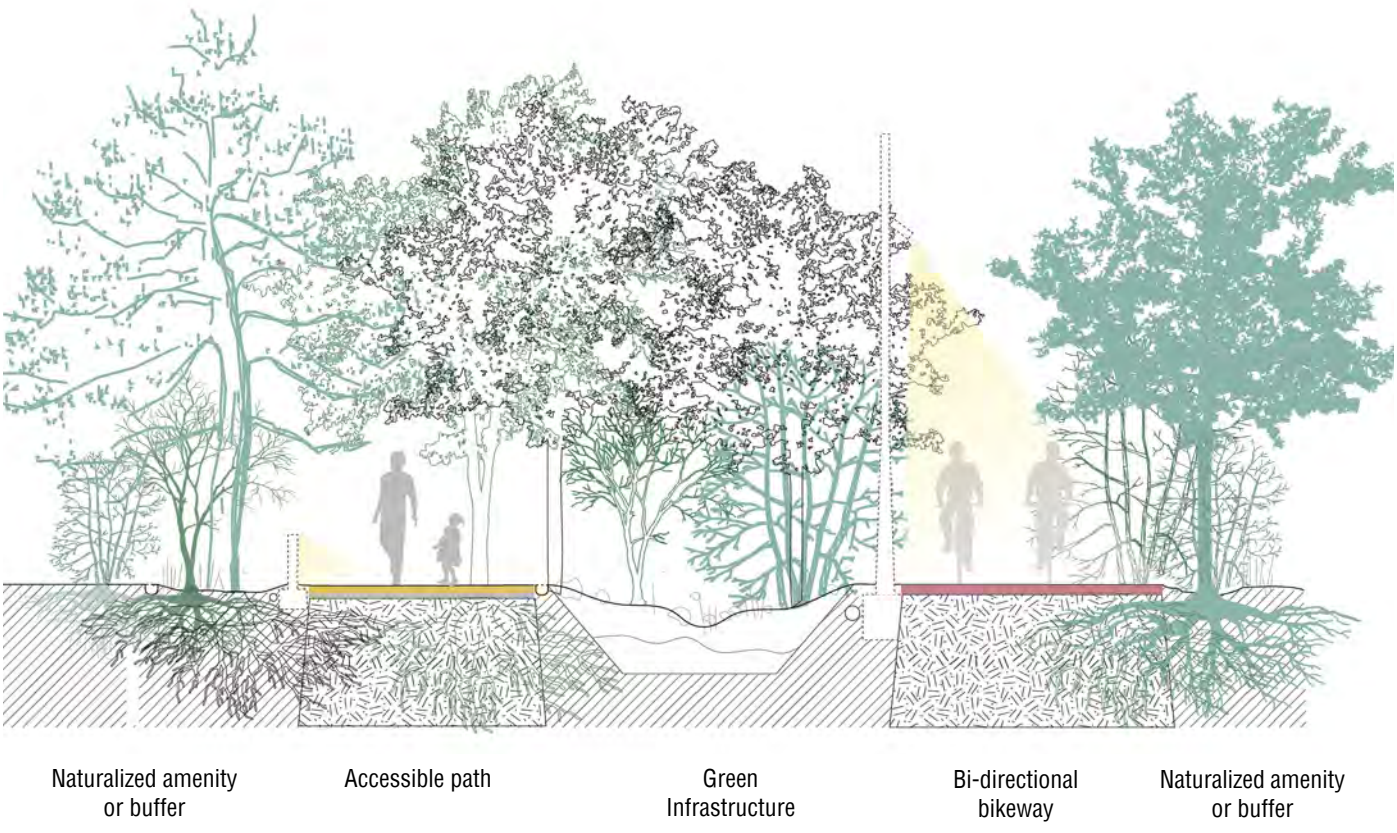

Figure 2.28: Conceptual section of the Green Spine.

2.4.15 Where the Green Spine is immediately adjacent to a street, park, and/or POPS, the pedestrian path and bikeway may be designed to weave through these spaces and provide enhanced connectivity to the broader open space and active mobility networks.

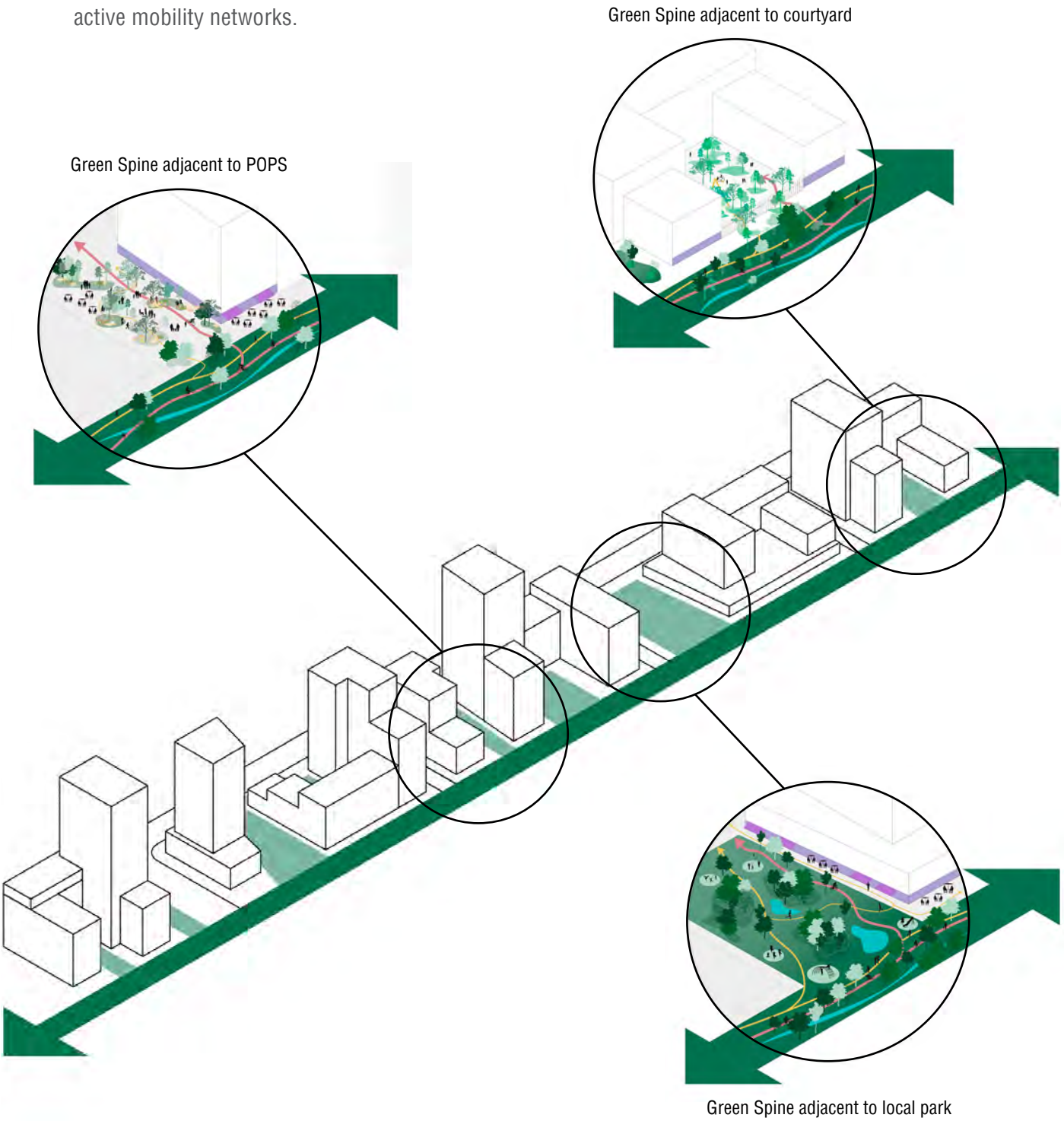

Figure 2.29: The Green Spine encountering parks, POPS, open spaces and private courtyards.

2.4.16 The northern and southern terminus connections of the Green Spine should facilitate the extension of off-street active mobility connections within the Plan Area and the broader existing and planned regional active mobility network, including but not limited to:

a. The intersections and north/south termini of the Green Spine should include appropriate wayfinding to facilitate active mobility connections to other locations of interest, including but not limited to the Runway, Major Parks and transit stations (Refer to *Map 7-2 Public Realm Plan* in the *Downsview Secondary Plan*);

b. At its northern end, the Green Spine should connect to Downsview Park Station;

c. At its southern end, the Green Spine should provide a connection to the Yorkdale pedestrian bridge identified through the Yorkdale Transportation Master Plan;

d. At its southern end, the Green Spine should connect to Dufferin Street;

e. A protected cycling intersection should be provided at Sheppard West and Chesswood Drive to connect the Green Spine with existing active mobility infrastructure; and

f. Active mobility connections should be provided from the Green Spine to Wilson Station.

Figure 2.30: The St. Kjelds path in Copenhagen. (Source: SLA, Sankt Kjeld's Square & Bryggervangen)

Built Form Adjacencies for the Green Spine

This section should be read in conjunction with *Section 3: Built Form*.

2.4.17 Subject to the satisfaction of the City, and in consultation with TTC and the Department of National Defence a sound/privacy barrier may be installed between the Green Spine and the TTC Wilson Yard Complex and the Department of National Defence lands to reduce noise and overlook and incorporate the necessary security requirements. The barrier should be integrated with the Green Spine and contribute to its district character, such as through portions of the barrier functioning as public furniture and incorporating plantings, public art or views to the TTC Wilson Yard Complex *(Refer to Guideline 2.6.1 d*).

2.4.18 Setbacks from the Green Spine are encouraged to provide appropriate separation between at-grade residential uses and/or other active uses fronting the Green Spine that would benefit from additional spill out space, such as cafes/ restaurants and private amenity areas. Further details should be explored through the District Plan process.

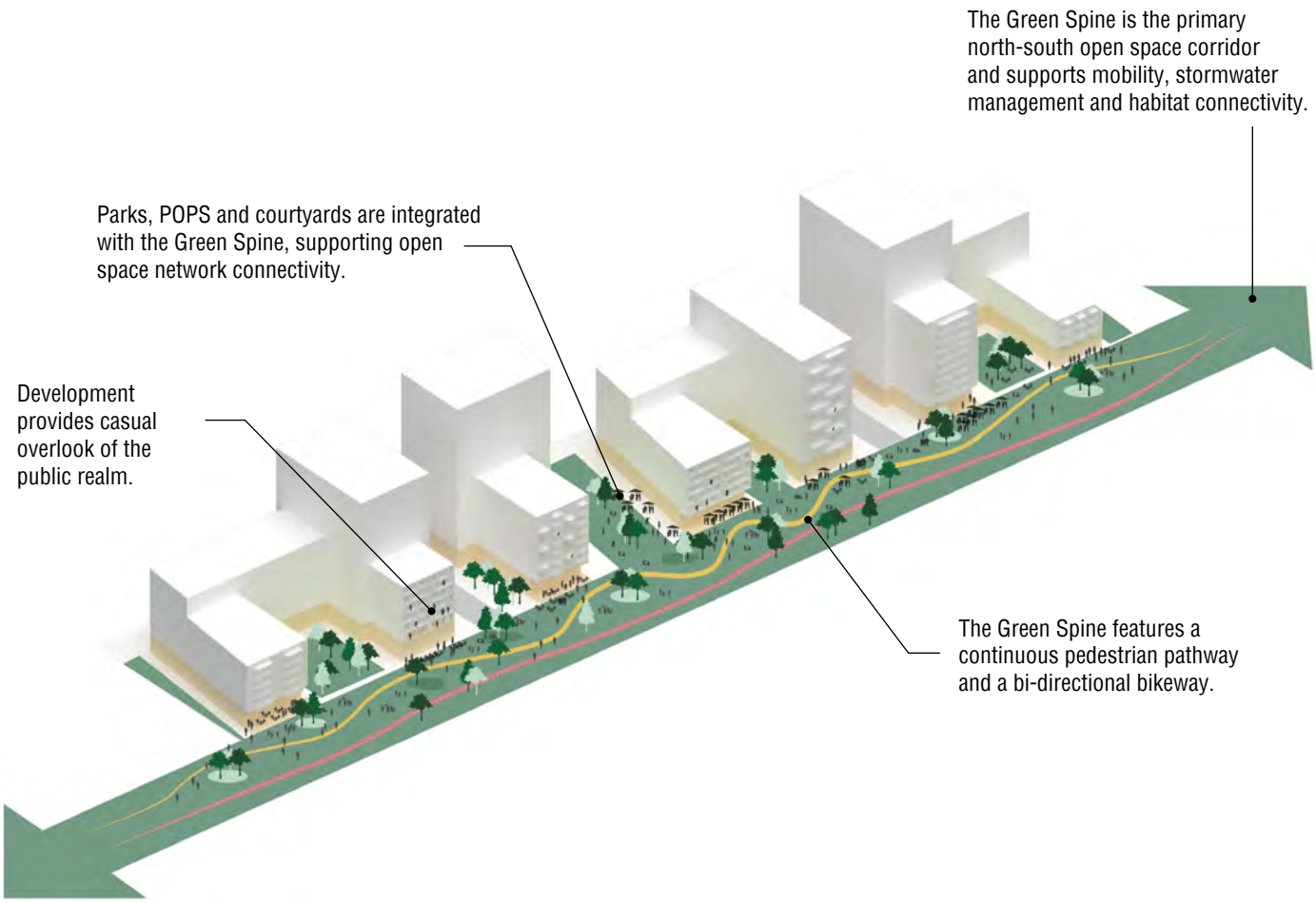

Figure 2.31: Development along the length of the Green Spine.

2.5 RAIL CROSSINGS

The Secondary Plan includes two new grade-separated multi-modal crossings of the GO Barrie Line, namely the Ravine Underpass and the Northern Crossing (Refer to *Map 7-2 Public Realm Plan* in the *Downsview Secondary Plan*), which will integrate new and existing communities and *public realm* elements on either side of the rail corridor.

Ravine Underpass

2.5.1 Within the northern portions of the Downsview Park Boulevard right-of-way, the Ravine Underpass may support opportunities to consolidate active mobility infrastructure.

2.5.2 North of Downsview Park Boulevard, the Ravine Underpass should feature a natural character similar to Downsview Park and support *City Nature* and the decentralized stormwater management system.

Figure 2.32: Conceptual rendering of the Ravine Underpass, as seen from the west.

Northern Crossing

2.5.3 The Northern Crossing will be an underpass to provide a new grade-separated multi-modal connections between Sheppard Avenue at William Baker District and Sheppard Avenue at Kodiak Crescent, crossing through the Depot Building at 40 Carl Hall Road.

2.5.4 The design of the Northern Crossing should be carefully coordinated with plans for the conservation, interpretation, and adaptive reuse of the Depot Building through the District Planning process. Adverse impacts on this cultural heritage resource, should be minimized and opportunities for integration and animation of the crossing should be maximized.

2.5.5 The change in grade necessary to accommodate the Northern Crossing should be absorbed into the new frontages of the revitalized Depot Building to create an animated and pedestrian-scaled public-facing edge and limit the perception of travelling through a tunnel condition. Design strategies may include, but are not limited to, stepped terraces, stepped facades and step-backs, and animation across several elevations.

Figure 2.33: Conceptual rendering of the Depot Crossing, as seen from the east.

2.6 VIEWS AND VISTAS

Development within the Downsview area should contribute to dynamic and evolving views to features within the Plan Area and beyond. The Mound in Downsview Park and rail crossings are examples of opportunities to view cultural heritage resources, evolving skylines, and public spaces such as Downsview Park and Nexus Park. Development will establish views along linear features such as the Runway, Taxiway and Green Spine as well as new panoramic views through the district plan process.

The corresponding map shows view opportunities indicatively and should not be considered as view cones.

2.6.1 New views within the Downsview area should be intentionally incorporated into the organization and siting of the *public realm* and built form within District Plans to highlight prominent features within districts, neighbourhoods and beyond the Plan Area. Views may highlight a skyline, cultural heritage resource building, infrastructure (e.g., bridges), public space, or other features, and should contribute to the dynamic and evolving Plan Area. Specific views and viewpoint opportunities may include:

a. Views along the Runway, Taxiway, Downsview Park Boulevard, and Northern East West Street. These views may be viewing corridors, vistas or framed views and may be segmented or impacted by topography;

b. Viewpoints from the Mound in Downsview Park, which may offer 360-degree panoramic views of the expanse of Downsview Park, the evolving communities within and adjacent to the Plan Area, and the growing city beyond;

c. Viewpoints from rail crossings of the GO Barrie Line, which may provide opportunities for long views along the rail corridor, and views into or of the surrounding areas; and

d. Opportunities for overlook from the Green Spine to the TTC Wilson Yard Complex to create points of interest for transit and train-related activities.

2.6.2 District Plans should:

a. Identify local opportunities for views of or to prominent locations including the unique structuring elements, open spaces, cultural heritage resources, public art, and the termini of prominent streets, greenways or public spaces such as the Runway or Taxiway;

b. Terminate view corridors with interesting design features such as public art, landscape features and/or landmark architecture; and

c. Consider opportunities to leverage changes in topography or elevation to create publicly accessible views.

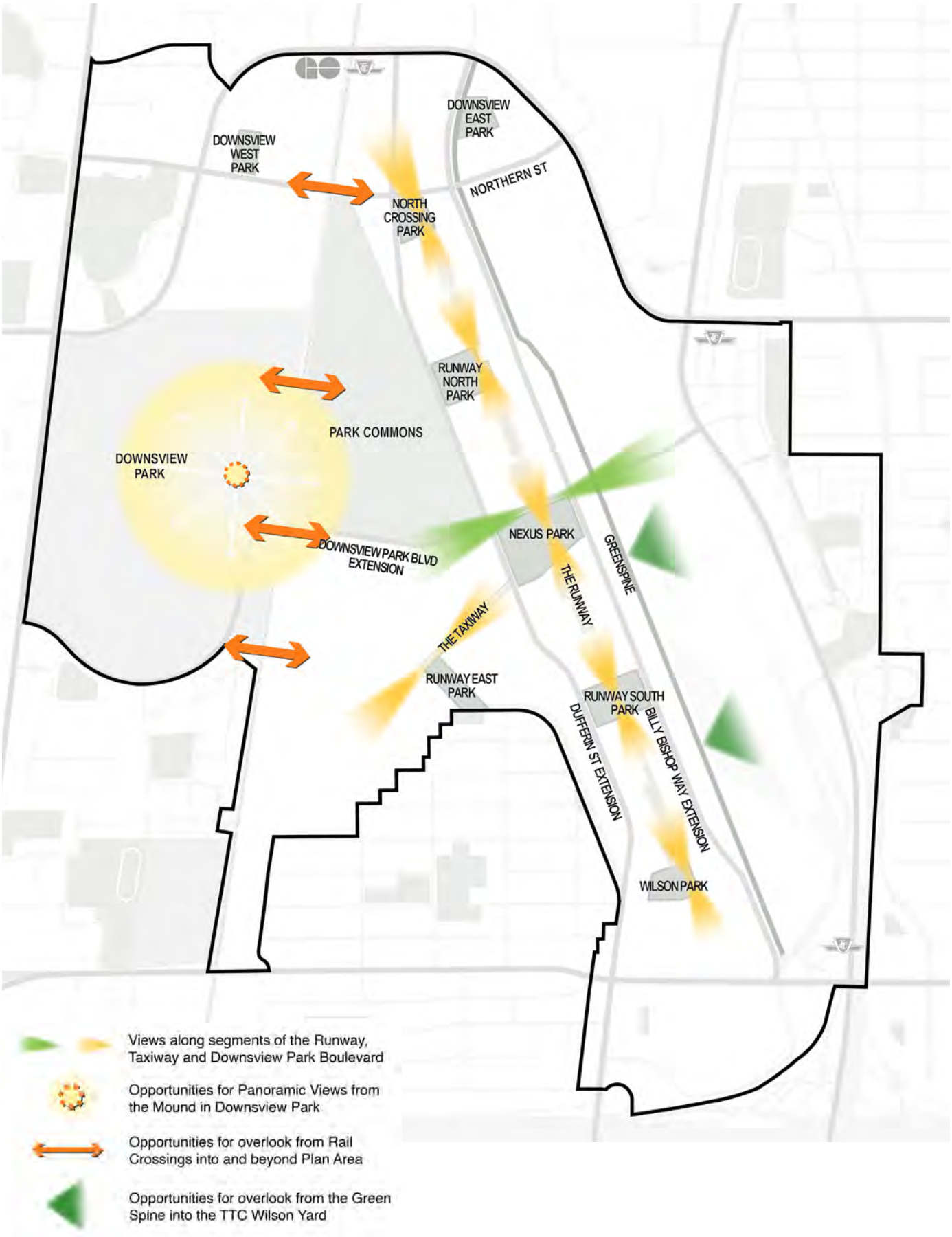

Figure 2.34: Map showing view and vista opportunities.

3.0 Built Form

The Plan Area offers a unique opportunity to build out large areas of undeveloped and vacant land with different types of built form suited to this specific context. Recognizing this opportunity, the built form approach responds to adjacencies to existing low rise neighbourhoods and existing clusters of cultural heritage resources, plans intentionally for the interactions between the built form and *public realm*, encourages typologies that align with the Plan's sustainability and equity goals, and distributes density deliberately.

The distribution of density and the flexible height regime is designed to prioritize the Runway and Major Parks for sun access and ensure comfortable pedestrian-level wind performance. The result is that residents, workers, and visitors will have convenient access to a variety of high-quality *public realm* features.

To advance resilience and sustainability, opportunities to conserve embodied carbon through the adaptive reuse of existing buildings are encouraged, as are compact built forms that support the use of less carbon intensive construction materials and methods. Prioritizing compact and efficient structures also supports the City of Toronto's ambitions to reduce greenhouse gas emissions to net zero by 2040.

3.1 GENERAL

3.1.1 The distribution of density and built form in each district should prioritize the Runway and Major Parks for sun access and ensure safe and comfortable pedestrian-level wind performance as well as block permeability and human scale.

3.1.2 Building heights will be intentional to create varied opportunities for unique built form and composition. Downsview's varied built form expression will be visible both inside the Plan Area, with a range of typologies and heights discernible at the scale of the district and block, and outside the Plan Area, as its unique and expressive skyline develops.

3.1.3 Opportunities to integrate Indigenous principles into the location, orientation, design, and massing of buildings, for community service facilities, public buildings and/or other buildings that will serve the Indigenous communities, should be explored in consultation with First Nations and Indigenous communities through the District Plan process.

3.1.4 The relationship and adjacency of development to cultural heritage resources should appropriately respond to those resources, such as through siting and articulation of new buildings, to maintain and reinforce the attributes and character of properties with cultural heritage resources in a district.

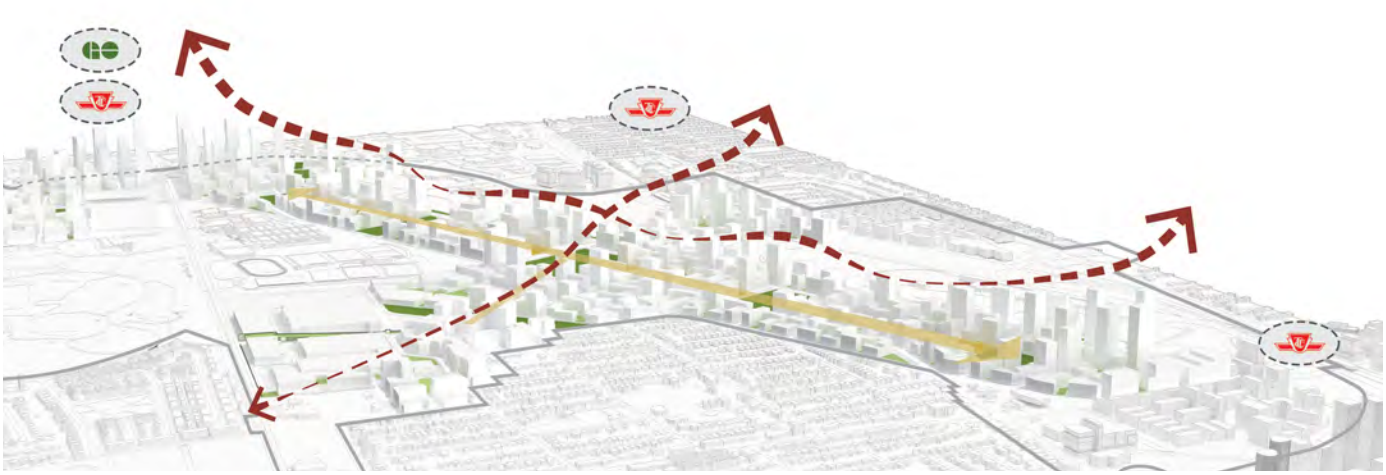

Figure 3.1: This figure is for demonstration purposes to show variety of heights. Conceptual bird's eye view of the Plan Area, looking from the south-west, with clusters of taller buildings, resulting in a sculpted and varied skyline.

Figure 3.2: Conceptual perspective view, looking along the Runway, highlighting the intended built form variety at the scale of the block.

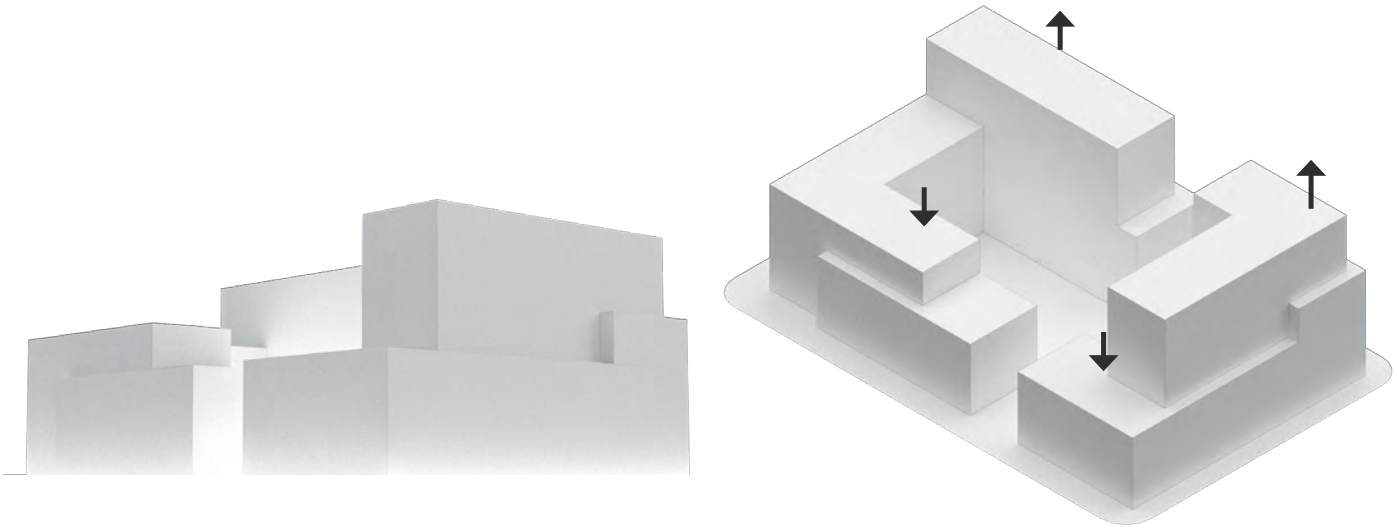

Figure 3.3: Conceptual perspective and axonometric views demonstrating a variety of mid-rise heights on a block.

3.2 SUSTAINABLE AND COMPACT BUILT FORMS

3.2.1 Buildings within the Plan Area will be compact and designed as efficient building envelopes with deliberate articulation to:

a. Reduce energy use and embodied carbon;

b. Provide a high-performance building envelope; and

c. Increase natural daylighting and natural ventilation.

3.2.2 To support guideline 3.2.1, buildings may have fewer step-backs to improve building performance, if it can be demonstrated at the District Plan stage that the buildings:

a. Meet requirements for sun access on the public realm;

b. Respond to human scale within the public realm;

c. Provide acceptable pedestrian level wind conditions;

d. Meet requirements for the conservation of cultural heritage resources; and

e. Appropriately support the required built form variety and contribute to sustainable development.

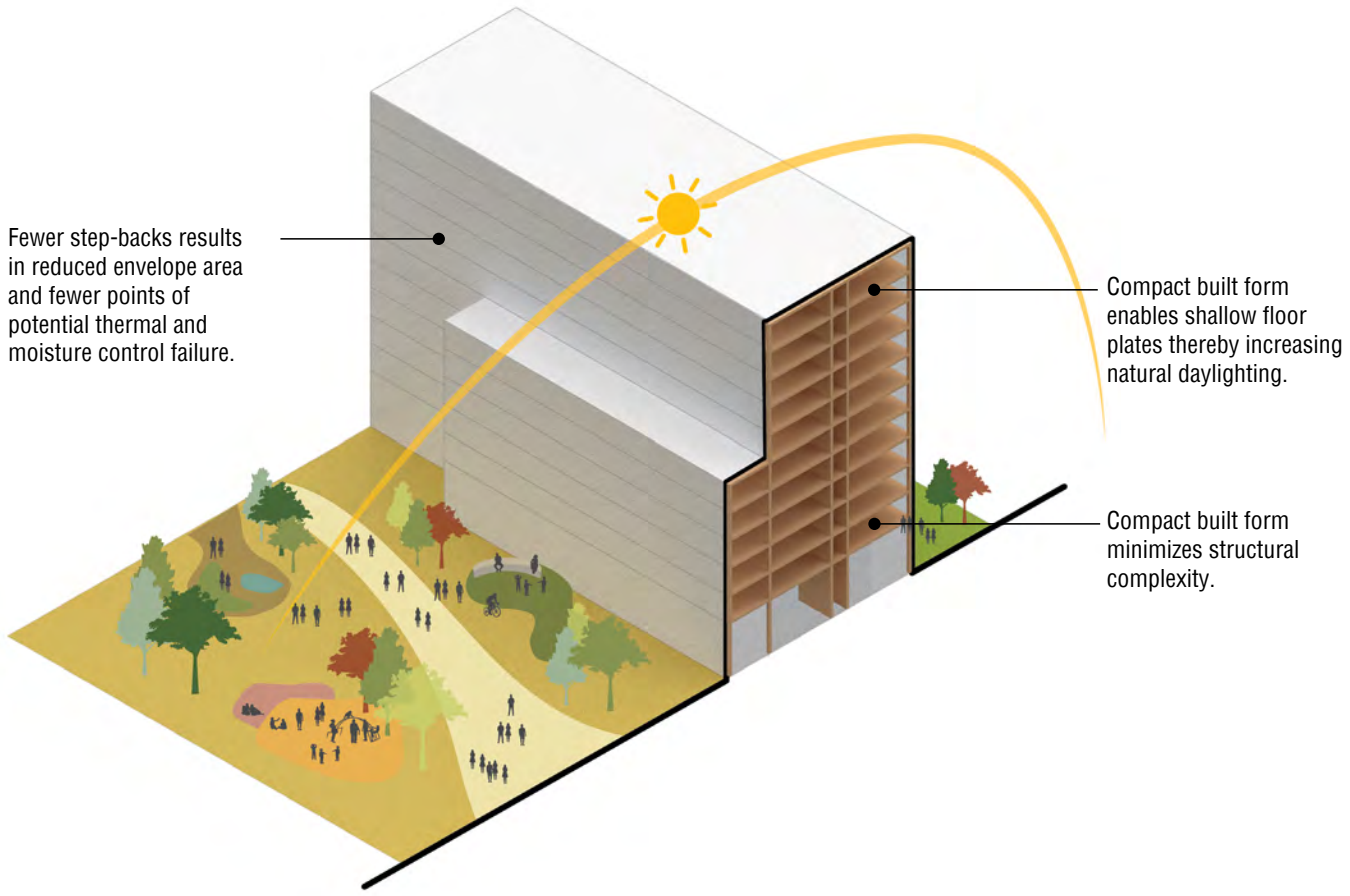

Figure 3.4: Compact and efficient building design.

3.3 BLOCK STRUCTURE AND PERMEABILITY

3.3.1 The block structure advanced through District Plans will demonstrate a high degree of permeability, with streets, mid-block connections, and *greenways* located frequently to provide, address, and improve bi-directional movement. This includes, but is not limited to:

a. Streets, *greenways*, and mid-block connections should be located and designed to consider broader active mobility routes, destinations within and adjacent to the Plan Area, and desire lines within the Plan Area;

b. Mid-block connections (including pedestrian mews and *greenways*) and publicly accessible courtyards are encouraged to support greater block permeability, finer-grained human scaled frontages, and an interconnected active mobility and *City Nature* network;

c. Placemaking features and public amenities should be included in the design of mid-block connections; and

d. Larger blocks, that support employment and/or institutional uses, should be designed to consider additional pedestrian permeability.

Figure 3.5: Conceptual block structure for areas along the Runway.

3.4 BUILDING HEIGHTS AND ORGANIZATIONS

Mid-Rise Buildings

3.4.1 Mid-rise buildings within the Plan Area will be consistent with the City's *Mid-Rise Performance Standards*, except where it is differentiated by these guidelines.

3.4.2 A variety in built form is encouraged. Given the unique nature of Downsview's extensive *public realm*, the District Planning process, and the ability to plan communities comprehensively, a mid-rise building may demonstrate alternative built form approaches where it:

a. Supports sustainable design, including greater passive performance, energy efficiency and reduced embodied carbon;

b. Provides more multi-bedroom units beyond minimum requirements and/or more flexible units designs that can adapt as household needs change;

c. Improves the sun access, wind, and microclimate performance of the broader *public realm*; and/or

d. Allows for a higher level of block permeability.

3.4.3 Subject to guideline 3.4.2, the height of a mid-rise building should respond to the width of the street, Runway and/or Taxiway onto which it fronts, such that a mid-rise building may achieve:

a. A maximum building height of 11-storeys along a local street or section of the Runway or Taxiway that is less than 30 meters wide *(Flexible application of Mid-Rise Performance Standard #1 – 3.2.1)*; or

b. A maximum building height of 14-storeys along a major street or a segment of the Runway or Taxiway that is greater than 30 meters wide *(Flexible application of Mid-Rise Performance Standard #1 – 3.2.1).*

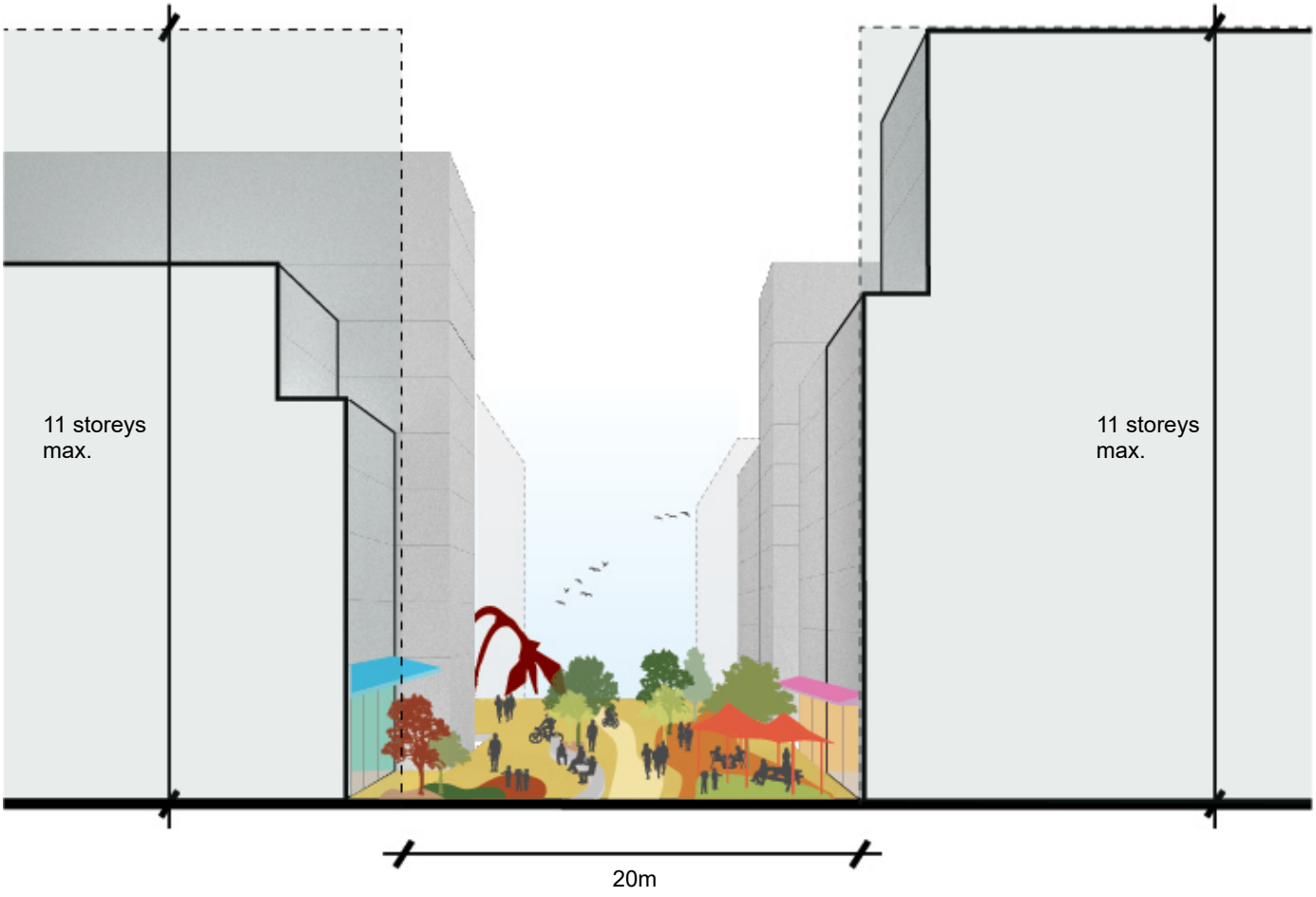

Figure 3.6: A conceptual perspective view showing 11-storey mid-rise along the Runway.

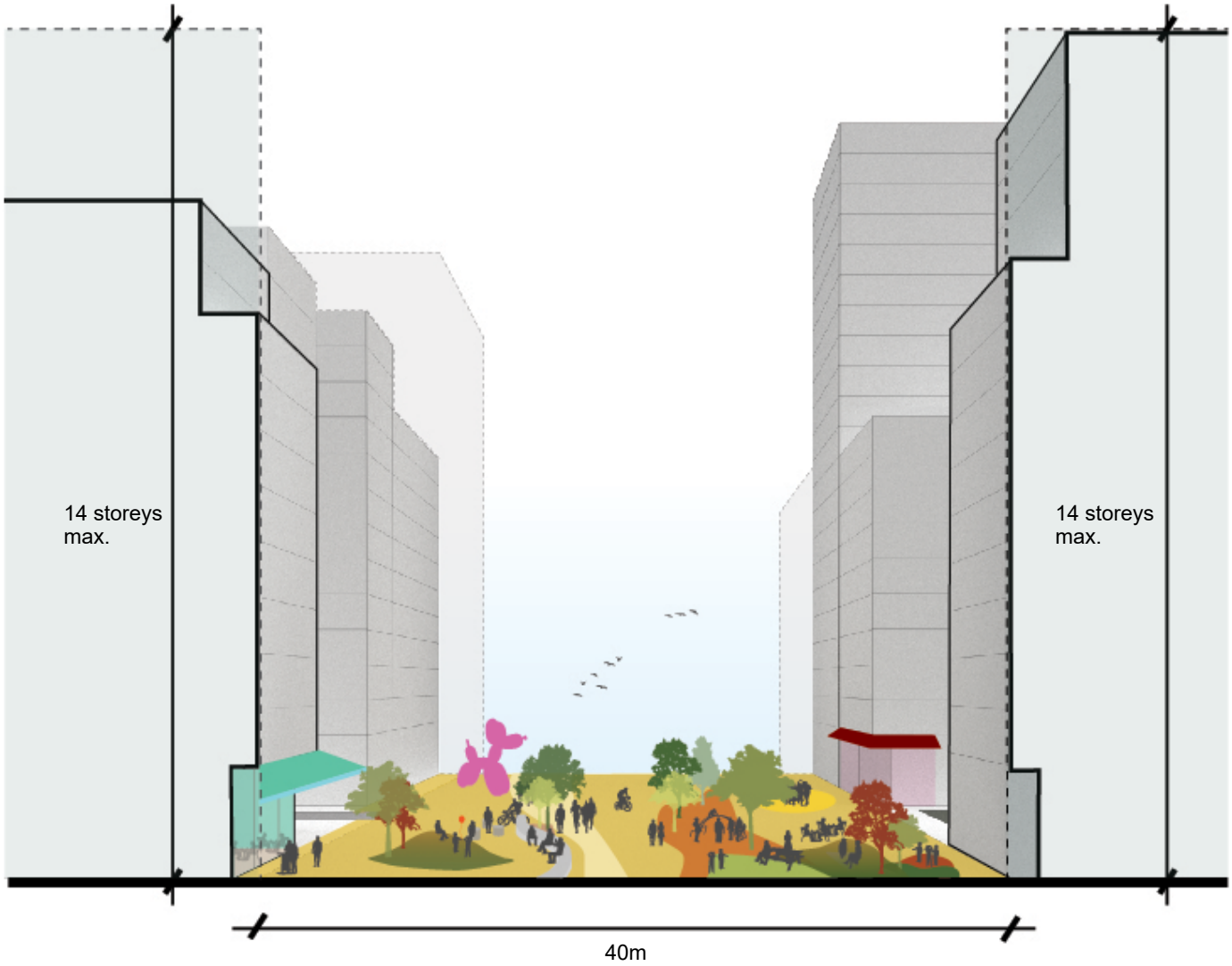

Figure 3.7: A conceptual perspective view showing 14-storey mid-rise along the Runway.

3.4.4 Notwithstanding guideline 3.4.3, for the Murray District as well as areas along the GO Barrie Line, additional opportunities for alternative built form approaches to mid-rise buildings responding to site-specific considerations may be considered, to advance Secondary Plan priorities. District Plans should indicate how alternative built form approaches to mid-rise buildings in these areas are consistent with the intent of the performance standards described in guideline section 3.4.

3.4.5 District Plans will demonstrate a variety of mid-rise building heights to frame a human-scaled *public realm*, ensure public access to natural light and sunlight, and mitigate pedestrian level winds.

a. Where mid-rise building heights are taller than the width of the Right-of-way, Runway and/or Taxiway onto which it fronts, as contemplated by guideline 3.4.3, the heights of other mid-rise buildings on the block frontage should be lower.

b. Consideration should be given to adjacent blocks across the Runway, Taxiway or Right-of-way.

3.4.6 A step-back should be provided along the *public realm* frontage of mid-rise buildings to frame a comfortable human scale and protect for sunlight and mitigate pedestrian level winds. Additional and/or deeper step-backs should be provided to mitigate winds.

Tall Buildings

3.4.7 Tall buildings in the Plan Area will be consistent with the City's *Tall Building Guidelines*, except where it is differentiated by these guidelines.

3.4.8 Tall buildings in the Downsview area will be located:

a. Primarily closer to transit stations;

b. Secondarily at or near major street intersections, and

c. Tertiarily along the eastern edge of the Runway, along Billy Bishop Way, and/or north of Major Parks, to limit their shadow impact on *public realm* elements.

3.4.9 The clustering of tall buildings is encouraged to sculpt a varied and expressive skyline where such forms will not compromise the ability to provide comfortable wind and sun access conditions on the Runway and Major Parks. The following should be demonstrated through District Plans:

a. Tall building clusters and their resultant skyline should be discernable at a variety of scales, both within and outside the Plan Area; and

b. Tall building locations should be identified.

3.4.10 Development in the Downsview area may include tall buildings that extend to the ground, without the need for a base building or step-back of storeys above the base or portion thereof. The following should be demonstrated:

a. Tall buildings without a base building, or portion thereof, should be limited to one per block along Major Streets and/or where there is a segment of the Runway or Taxiway that is equal to or more than 30 metres wide to increase block porosity and support variety in the at-grade pedestrian experience.

b. Where a tall building does not include a base building or step-back, provide permanent building features, such as canopies, cantilevers, columns and overhangs, to help mitigate pedestrian-level wind and relate the building to human-scale and adjacent mid-rise street wall conditions; and

c. District Plans are to provide pedestrian-level wind studies and sun shadow analysis to demonstrate tall buildings without base buildings or a portion thereof do not create negative wind or sunlight access conditions. Built form approaches such as the inclusion of a base building or step-backs should be applied in these instances *(Flexible application of the Tall Buildings Guideline 3.2.2).*

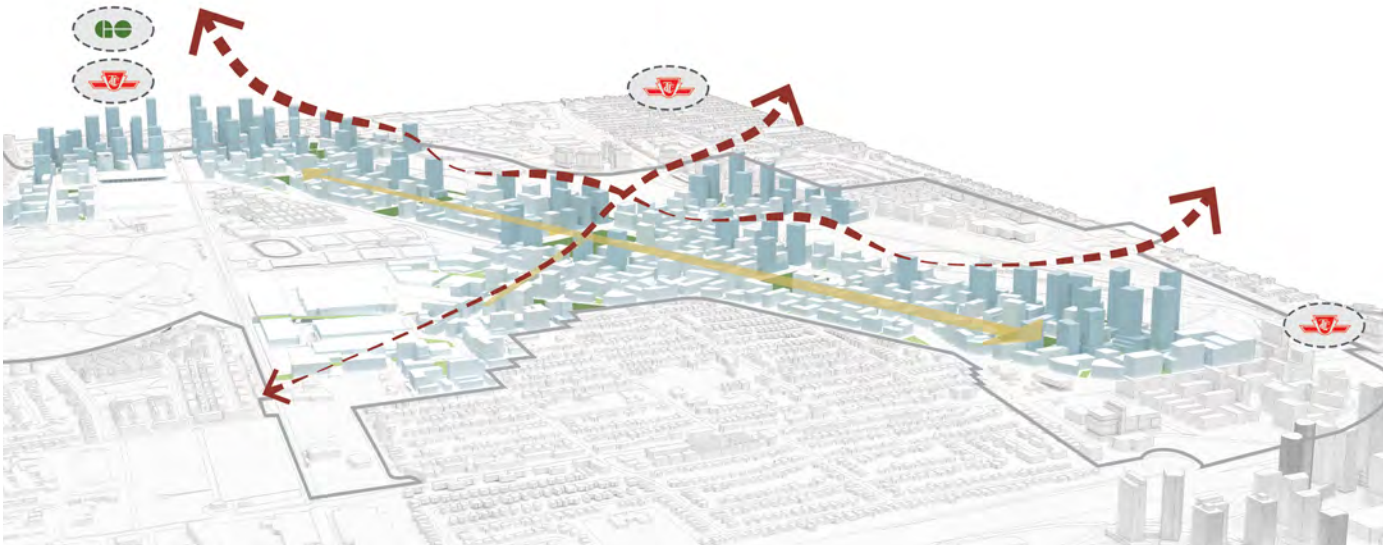

Figure 3.8: Conceptual bird's eye view of the Plan Area, looking from the south-west, with clusters of tall buildings, the tallest of which clustered at Station Areas.

3.4.11 To support built form variety and environmental sustainability goals of the Secondary Plan, including the application of low carbon building practices, tall buildings under 20-storeys may have tower floor plates that exceed those typically applied to tall buildings, up to a maximum floor plate size of 850 square metres Gross Construction Area (GCA), with dimensions that generally conform to a length-to-width ratio between 1.5:1 and 2:1.

a. Development blocks may generally include one, up to a maximum of two, tall buildings under 20-storeys with floorplates that exceed typical requirements to reduce the impacts of larger floor plates on the *public realm*.

b. Where tall buildings in guideline 3.4.11 are contemplated, adverse impacts to pedestrian comfort, shadow, and wind should be minimized, appropriately addressed, and consistent with performance standards for the Runway and Major Parks as per the Plan.

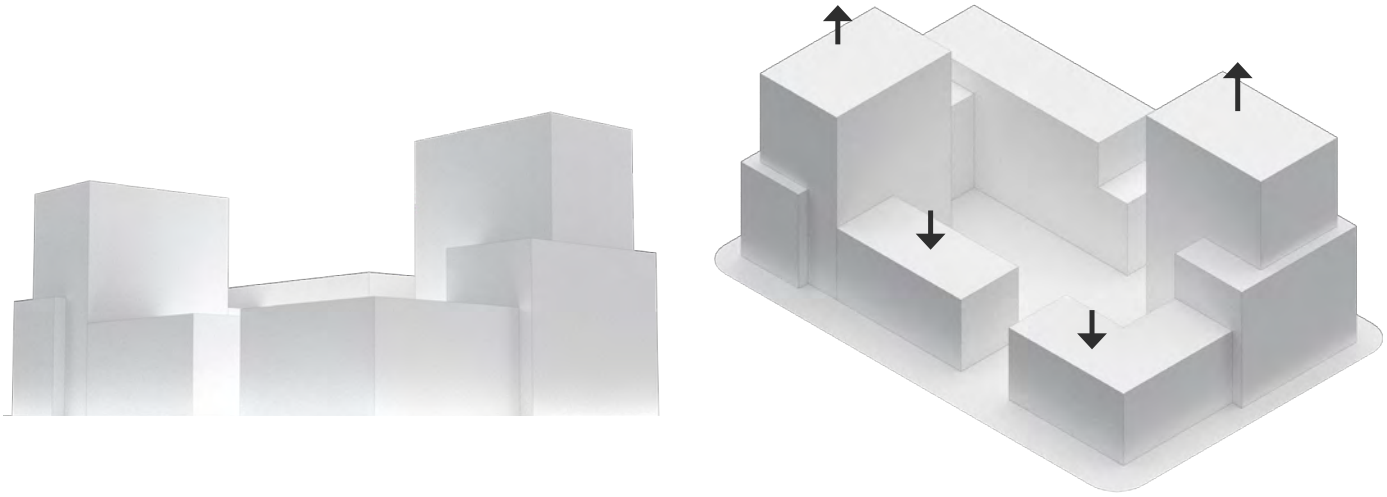

Figure 3.9: Conceptual perspective and axonometric views demonstrating a variety of tall building and mid-rise heights on a block.

4.0 Public Art

Public art can have a profound impact on neighbourhoods and communities by helping to provide a sense of place and shared identity, encourage education and conversations about local histories, and help enliven public spaces. Public art can help activate a variety of places in the Plan Area and create a more inclusive, vibrant, and visually engaging neighbourhood that reflects the values, aspirations, and diversity of its residents, visitors and workers including Indigenous, Black and equity-deserving groups.

4.1 Public art should be incorporated where possible within and immediately adjacent to the *public realm*.

4.2 Public art is essential in expressing the character, history, and sense of place within the Plan Area. Public art in Downsview should aim to humanize the built environment and invigorate private and public spaces.

4.3 Future District Public Art Plans should include public art opportunities through private development, POPS and public spaces, such as streets, parks, open spaces and public squares, through the City's Percent for Public Art Program for long-term and permanent installations.

4.4 The District Public Art Plans should include embedding Truth and Reconciliation with Indigenous communities and championing equity and inclusion, among both artists and audiences, as foundational principles for public art. This envisions public art empowering creativity and community everywhere.

4.5 Future District Public Art Plans in Downsview Centre *(Refer to Figure 1 – Downsview Centre, Area A in the Secondary Plan)* should have regard for the *Downsview Public Art Strategy* considered by Council in May 2024. Districts outside of Downsview Centre should have regard for the *Toronto Public Art Strategy 2020/2030*.

Figure 4.1: Water Guardians located on Front Street East in Toronto. (Sources: Jennifer Marman + Daniel Borins)

Figure 4.2: Faces of Regent Park in Toronto. (Sources: Dan Bergeron)

5.0 District Urban Design Guidelines

Detailed district-level Urban Design Guidelines will build on the Downsview Urban Design Guidelines and provide further guidance for development within each district.

5.1 Development within the Downsview area should be designed to advance a variety of policy directions. In addition to the Downsview Urban Design Guidelines, district-level Urban Design Guidelines should demonstrate:

5.1.1 How the built form design supports the City's net-zero ambitions through adaptive re-use of existing buildings, prioritizing efficient and low-carbon energy systems, and reducing overall embodied carbon of the built form;

5.1.2 Conservation and enhancement of cultural heritage resources, as defining features of districts that contribute to a unique sense of place;

5.1.3 Incorporation of frequent mid-block connections to support fine-grain active mobility and green east-west connections across the Plan Area;

5.1.4 Consideration for the facility fit analysis conducted by the City for Major Parks, including identification of recreational programming and facilities, passive recreation and pathways, areas dedicated to stormwater management, utility locations, planting strategy, and topography; and

5.1.5 Opportunities to co-design new and reconstructed parks, open spaces and/or community service facilities with local communities should be explored through the District Plan process, with a focus on Indigenous, Black, and equity-deserving groups.

6.0 Definitions

Active Mobility or **Active Modes** all refer to human-powered travel, including but not limited to, walking, cycling, inline skating and travel with the use of mobility aids, including motorized wheelchairs and other power-assisted devices moving at a comparable speed.

Active Mobility Network (see definition for Mobility Network)

City Nature is the integration of nature into neighbourhoods, communities, and cities, leveraging natural systems to address urban challenges and foster sustainable and resilient urban environments. City Nature enables the creation of healthier and more beautiful places, with increased access to nature and comfortable micro-climates. Implementing City Nature involves designing communities to harness natural systems, such as absorbing rainwater where it falls, creating a connected network of green spaces, supporting healthy tree growth, fostering habitat connectivity and making space for more naturalized environments.

Community Service Facilities are the buildings and public spaces that accommodate a range of non-profit programs and services provided and/or funded by the City or other public agencies/organizations. They include community recreation centres, childcare centres, libraries, schools, and community space.

Equity involves identifying and removing barriers to full participation by diverse communities to create equitable access to opportunities and benefits, whether to residents, non-residents, visitors, or employees. Equity ensures that every person has fair and equitable treatment with respect to services, facilities, and systems without discrimination or harassment.

Greenways are linear green spaces and/or landscaped pedestrian and cycling connections that form important active mobility, stormwater, biodiversity, and/or ecological corridors within the Plan Area, particularly between parks and the Green Spine, though greenways themselves are not parks. Greenways may vary in design depending on their context but should be designed to facilitate connectivity with a focus on pedestrian and cyclist safety and comfort. Greenways may be located along the edge of the street or through the interior of a block. The general location of important greenways is shown on *Map 7-2: Public Realm Plan*.

Green Infrastructure means natural and human-made elements that provide ecological and hydrological functions and processes. For the purposes of this Plan, *green infrastructure* does not include a stormwater management pond.

(Indigenous) Place-Keeping as an approach to design is based on land stewardship that is centred around recognizing the rights of landscape as a living being first and considering our collective responsibilities to a place now and into the future. Indigenous place-keeping thinks beyond our immediate benefits and defines a relationship of reciprocity to all living things and systems and how they work together.

Major Streets refers to the two significant north-south connector streets which include Dufferin Street extension and Billy Bishop Way extension as well as the two east-west streets which include Downsview Park Boulevard and the Northern East West Streets as shown on Map 7-8: Major Street Rights-of-Way.

(Active) Mobility Network refers to the combined street, cycling, pedestrian, and transit infrastructure and facilities within the Downsview area and supports the development of a complete and connected community that seamlessly integrates with the surrounding area. Similarly, active mobility network refers to the above elements that support active mobility within the Downsview area.

Public Realm means all public and private spaces to which the public has access. It is a network that includes, but is not limited to, streets and lanes, parks and open spaces, and the parts of private and public buildings that the public is invited into.

Urban Rooms refer to a variety of programmatic *public realm* spaces that create a series of human-scale *urban rooms* that promote unique and diverse experiences along the Runway's length. *Urban rooms* are designed to provide a sense of enclosure that is influenced by programming and physically defined by adjacent built form and other landscape features.

Appendix

Summary of Historical Development

SUMMARY OF HISTORICAL DEVELOPMENT

The Downsview Secondary Plan Area is generally bound by Sheppard Avenue West to the north, Allen Road to the east, Keele Street to the west, and Wilson Avenue to the north. The Plan Area is located on high lands between the Don and Humber River -watersheds and is approximately 540 hectares in size.

The Plan Area is experienced and valued today as the sum of important and distinct layers of historical use and development. The land within the City of Toronto, including the Plan Area, has been the homeland of Indigenous peoples from time immemorial. Following the retreat of glaciers approximately 13,000 years ago, small groups of Indigenous peoples hunted and gathered the food they needed according to the seasons. Waterways, including the nearby Black Creek, were vital sources of fresh water and nourishment, and nearby areas were important sites for gathering, trading, hunting, fishing, and ceremonies.

After corn was introduced to Southern Ontario, possibly as early as 2300 years ago, horticulture began to supplement food sources. Between 1300-1450 years ago, villages became year-round agricultural settlements surrounded by large fields of crops. These villages were home to ancestors of the Huron-Wendat Nation, who would continue to occupy increasingly larger villages in the Toronto area and beyond. Around 1450, one such village stood next to Black Creek near the intersection of today's Jane Street and Finch Avenue, only a walk away from the Plan Area.

Following the Huron-Wendat, people of the Haudenosaunee and the ancestors of the Mississaugas of the Credit First Nation also made the Toronto area their home, establishing communities, engaging in trade, and harvesting from the land. In 1787 and again in 1805, the Mississaugas of the Credit signed treaties with the British Crown that included the lands within present-day Toronto. Toronto has continued to be the home of many First Nation, Métis, and Inuit people, and the land within the Downsview Area remains valued by them into the present day.

Underlying patterns of the early colonial development of the Plan Area are still visible in today's Sheppard Avenue, Wilson Avenue, Keele Street, and Dufferin Street, which began as rural concession roads providing access to and defining the boundaries of farm lots. The railway running north and south to the east of Keele Street was constructed in 1853. The crossroads village of Downsview served the surrounding agricultural community.

Over 70 years later, the railway and the area's flat and high terrain would be factors in the decision of de Havilland Aircraft Company of Canada to establish an aircraft production facility near the southeast corner of Keele Street and Sheppard Avenue. Beginning in 1929, de Havilland quickly began making Canadian aviation history at the site, and its growth and development have left a rich legacy in the Plan Area. The first airplane hangar (1928) still exists and is now surrounded by other important buildings constructed over several decades of pioneering aircraft production.

Rapid growth occurred particularly during WWII, when de Havilland was nationalized to produce airplanes for the war effort. In 1944, the facility's growth and importance led to an alteration of the early concession road pattern – the closure of Dufferin Street between Wilson and Sheppard Avenues to allow for runway extensions. In the mid-1950s, further expansion led to the rerouting of Sheppard Avenue to arch around the runways to the north.

In 1947, the Government of Canada chose Downsview as the location of its Air Materials Base, which provided support and repair facilities for Canadian military operations. More buildings were constructed, including the Downsview Supply Depot (1954) and several military related buildings on the northeast side of the Runway. Many of the buildings associated with de Havilland and the military buildings to the north of the Plan Area were added to the City of Toronto's Heritage Register in 2014.

The southwest corner of the Plan Area began to take its current form in 1952, when de Havilland moved its operations there and constructed a new manufacturing plant. The company's record of innovation in Canadian aviation continued at that new site, with additions to existing buildings and new hangars constructed in periods of growth related to the launch of new aircraft, including in the 1960s for the Twin Otter, and again in the late 1970s and 1980s for the Dash 7 and Dash 8.

After the Downsview Military Base was closed in 1996, the federal government reserved the north end of the site for Parc Downsview Park. Bombardier, which had purchased the de Havilland manufacturing complex in the 1990s, had announced in 2021 its departure from the site in 2024.

As a result of its historical development, the vastness of the Plan Area is experienced today as a number of discreet areas with different uses and values to different communities. Within the Plan Area are the open spaces of Downsview Park, the William Baker woodlot, the GO Barrie Line, runway, taxiway, and the vast airfield. Many of the buildings associated with the history of the Downsview Military Base or de Havilland/ Bombardier have been identified as cultural heritage resources as identified in the Plan.