



TAXIWAY WEST DISTRICT

Urban Design Guidelines

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Northcrest

URBAN
STRATEGIES
INC.

Acknowledgments

PREPARED BY:

Urban Strategies Inc.

CONTRIBUTIONS FROM:

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

IN CONSULTATION WITH:

City of Toronto Staff Division:	Planning
	Urban Design
	Parks, Forestry and Recreation
	Engineering and Construction Services
	Transportation Planning

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SECTION 1

Introduction

- 1.1 Purpose and Interpretation
- 1.2 The District Vision
- 1.3 Overarching Design Intentions
- 1.4 Character Areas

1.1

Purpose and Interpretation

This document contains urban design guidelines that will help guide the design of the public realm and built form within the Taxiway West District ("the 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 40.7 hectares (100.7 acres) of land and consists of two Sub-Districts. The South Sub-District is 22.6 hectares (56 acres) and consists of the former Bombardier hangars (Bays 1 to 6, a portion of Bay 11, and Bay 12), offices and ancillary structures, surface parking lots, and paved areas for the former airport operations. The North Sub-District is 18.1 hectares (45 acres) and consists of the former Bombardier hangars (Bays 7 to 10 and a portion of Bay 11), paved areas for airport operations, and large unpaved areas to the north.



Figure 1: Aerial image of the Taxiway West District

This document should be read in conjunction with the Taxiway West District Plan, which describes the overall vision, principles, and structuring elements of the Taxiway West District.

Furthermore, guidelines in this document are intended to align with, and be read in conjunction with Downsview Urban Design Guidelines (2024), which apply to the Downsview Secondary Plan Area, including the Taxiway West District, as well as other City-wide guidelines. This document provides further specificity and detailed guidance that reflect the District-specific context, vision and design intention. Furthermore, these guidelines promote design excellence, equity, inclusivity, innovation, and creativity in a cohesive and coordinated manner. The images, drawings and renderings contained in this document express the design intent for Taxiway West District, and do not represent final designs.



Figure 2: Map of Taxiway West District in context

Document Structure

Section 1
This section provides an introduction to the document, and describes the overarching design intentions that drive the structure, form and character of the District.

Section 2
This section provides design direction for the public realm, including general guidelines for public realm elements, as well as guidelines for streets, parks and open spaces that contribute to making the District an animated, pedestrian friendly place for people to work, live and enjoy.

Section 3
This section establishes design directions for the built form that allows for flexibility and wide range of architectural expressions while maintaining a cohesive design language throughout the District.

Other Applicable Guidelines

In addition to the guidelines within this document and the Downsview Urban Design Guidelines (2024), development in the District will be informed by City-wide design guidelines and standards. These include, but are not limited to:

- Tall Building Design Guidelines
- Townhouse and Low-rise Apartment Guidelines
- Mid-Rise Building Performance Standards
- Growing Up: Planning for Children in New Vertical Communities
- Retail Design Manual
- Complete Streets Guidelines
- Pet Friendly Design Guidelines and Best Practices for New Multi-Unit Buildings
- Bird-Friendly Design Guidelines
- Toronto Accessibility Design Guidelines
- Toronto Green Standard
- Green Street Technical Guide
- Best Practices for Effective Lighting

Preamble Text introduces the opportunity and the overarching design intentions.

Urban Design Guidelines are intended to provide design directions to inform and evaluate future development. Urban Design Guidelines are numbered within each section.

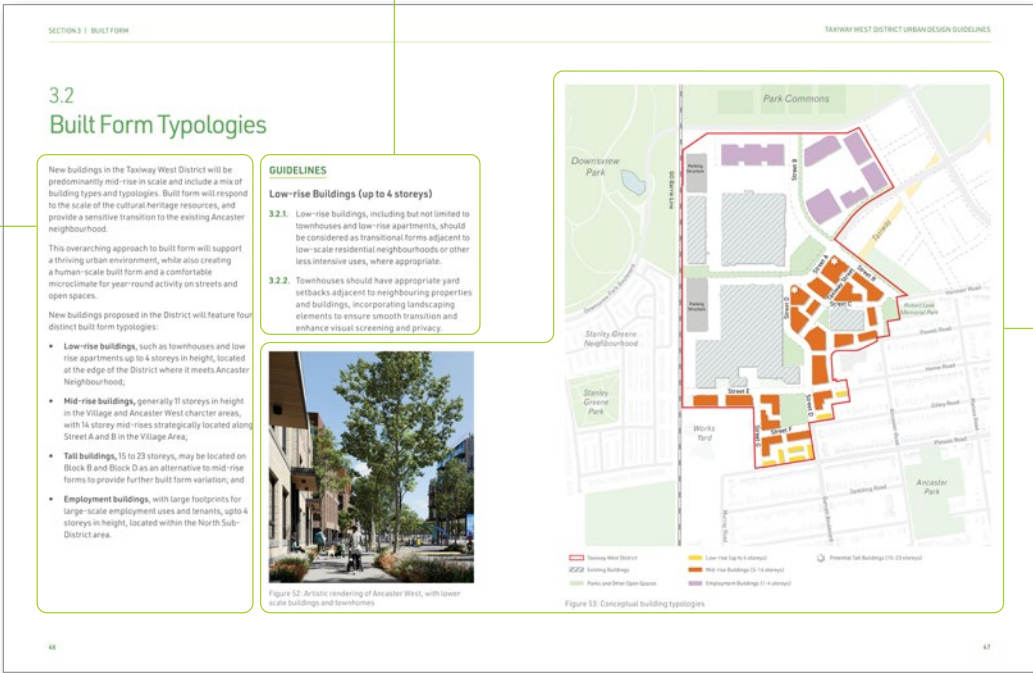


Figure 3: How to read the Guidelines

1.2 The District Vision

The Taxiway West District is envisioned as a fine-grained, urban, and employment-focused hub that celebrates the District’s Indigenous and Black heritage and aviation history, and builds on Downsview’s legacy of innovation and excellence. At the same time, it will be a welcoming place defined by high-quality architecture and sustainable design. It will be a place that is complete with a diverse public realm, made up of an interconnected network of parks and open spaces and a fine-grained pedestrian network.

The vision is comprised of five complementary themes. Together, these themes 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.

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, are carefully designed to support biodiversity, include dedicated placekeeping spaces, and that are rich in art and culture that reflect the Indigenous, Black and equity-deserving 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.



Figure 4: Artistic rendering of Central Square

1.3 Overarching Design Intentions

The Taxiway West District is driven by the following overarching design intentions, to create a unique place to work, live, learn, and explore.

A vibrant, urban employment district

These urban design guidelines encourage the creation of an urban district with a mix of institutional uses, light industrial uses, office uses, and retail amenities complemented by a range of housing options to support the evolution of the Taxiway West District as an employment and innovation hub. New work spaces will focus on ground level activation that encourages collaboration, showcases innovation, and creates a dynamic interplay between indoor and outdoor settings. The Taxiway West District will evolve into an unconventional employment District that is at once a destination, as well as a thriving community that is alive with activities every day of the week, and at all times of the day.



Figure 5: Artistic rendering of the South Sub-District

Building on Toronto’s special character

Toronto has a long and rich history of granular development patterns in historically employment-focused areas that have been introduced to define the character of the city as it evolves over time. This area too will evolve in a way that continues to reflect its historic employment character. These design guidelines reflect the desire to build on Toronto’s special character within the District – with its mix of uses and scales, and places that are built for all seasons.



Figure 6: Distillery District, Toronto

Maximizing reuse and celebrating heritage

These guidelines aim to promote development and an urban design character that commemorates the aviation legacy of the Taxiway West District. Various strategies are recommended, ranging from the conservation and adaptive reuse of the hangars, the interpretation of the Taxiway as a community spine, and the bold and super sized design of public realm elements. The guidelines take inspiration from the Taxiway West District’s history of high-tech production, and large-scale infrastructure, as well as the simple concrete surface of the existing Taxiway and the industrial metallic finishes of the historic hangars to create a unique District that celebrates its past.



Figure 7: Centennial College, Toronto

Indigenous placekeeping through design

Indigenous placekeeping in the Taxiway West District is encouraged to reflect histories of Indigenous stewardship, shaped by the practices, customs and cultures of the diverse Indigenous residents that would call Downsview home. Opportunities for traditional Indigenous craft, building techniques, site furnishing and materials throughout the Taxiway West District are encouraged to enhance the visibility of Indigenous peoples, histories and living cultures. The guidelines support embedding Indigenous placekeeping throughout the District, working in collaboration with First Nations Rights Holders and urban Indigenous communities.



Figure 8: Moccasin identifier project, Trillium Park, Toronto

Connectivity and walkability in all seasons

The Taxiway West District is designed to be compact and walkable, with short and non-linear active transportation connections permeating the District. The proposed built form and landscaping provide shelter during the summer months, and the street network is designed to help provide a buffer against the winter winds. The design intentions support creating a comfortable microclimate that responds to the local conditions and promoting solar access throughout the public realm.



Figure 9: Artistic rendering of Garratt Blvd Park

1.4 Character Areas

The District is made up of four distinct character areas: the South Hangars, the Village, Ancaster West, and the North Sub-District. Each character area represents an approximately 3 to 5 minute walk from one end to the other.

The North Sub-District is an employment area that will deliver approximately 108,000 square metres (1.17 million square feet) of employment space, creating over 2,300 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 large employment uses, including light manufacturing, 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.

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 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 will find a home within the South Hangars, and could range from maker spaces, creative uses, and entertainment uses, to collaborative office environments for businesses and organizations of different scales and stages, including start-ups and mature companies, light industrial uses, institutional uses, and community uses. These new uses will be supported by food and beverage options, and amenities.

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

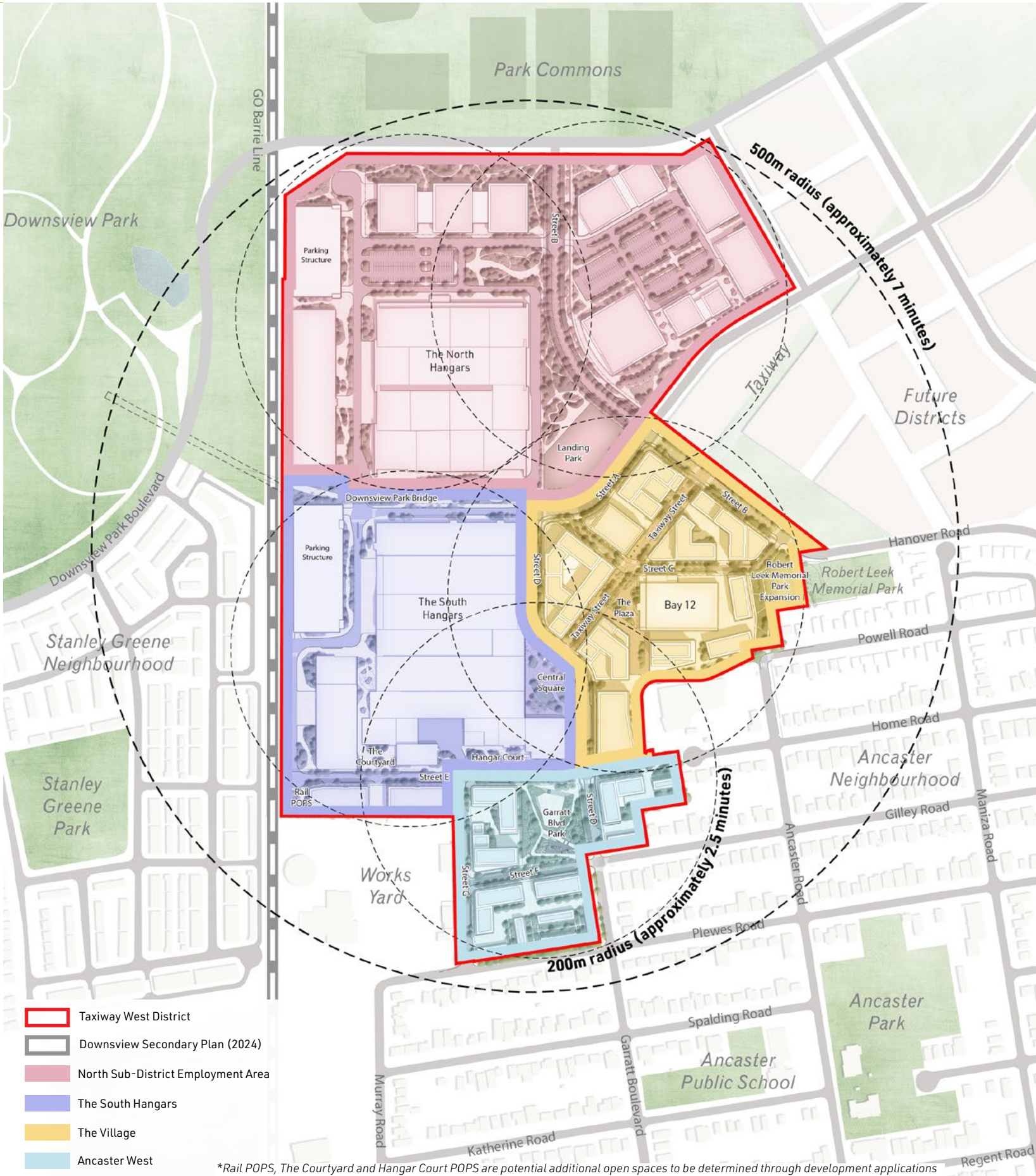


Figure 10: Taxiway West District's Character Areas



SECTION 2

Public Realm

- 2.1 General Public Realm Guidelines
- 2.2 Parks
- 2.3 Privately Owned Publicly-Accessible Spaces (POPS)
- 2.4 Greenways
- 2.5 Streets
- 2.6 Mid-Block Connections
- 2.7 Views and Vistas
- 2.8 Landscaping and Planting
- 2.9 Pedestrian Realm Amenities
- 2.10 Public Art

2.1

General Public Realm Guidelines

A dynamic, exciting, and vibrant public realm is fundamental to supporting the Taxiway West District. Active streets, animated public spaces, and engaging programs will draw businesses to the area and support employment needs. Equitable and convenient access to parks, plazas, squares, courtyards, mid-block connections, and streets are encouraged to support the development of the District into a livable community, and a destination for every day of the week and all times of the day.

Within the District, no two open spaces will be the same. A mix of unique spaces, each varying in size, character, and landscape design, will enrich the experience and animate life on the streets. Together, the diverse network of parks and open spaces will complement the adjacent 290-acre Downsview Park and are anticipated to accommodate a wide range of activities and experiences year-round.

The District’s public realm consists of an interconnected network of elements that support seamless connectivity, active mobility, community gathering, and active lifestyles, including:

- **Parks;**
- **Privately Owned Publicly-Accessible Spaces** or POPS, which are open spaces that are open to the public but remain privately owned and maintained;
- **Greenways**, which are linear green spaces along edges of streets that support active mobility, stormwater management and biodiversity functions;
- **Public and private streets;** and
- **Mid-block connections.**

The following general public realm guidelines apply to all public realm elements within the District.

GUIDELINES

- 2.1.1.** The design of public realm along the edges of the District should integrate with adjacent pedestrian connections and open spaces to contribute to an integrated pedestrian realm.
- 2.1.2.** The design of the public realm located at the interface between the North and South Sub-Districts, such as Landing Park and Greenways, should ensure a seamless transition, with a coordinated planting strategy that creates spatial continuity and connection between the two areas.



Figure 11: Television Centre, London, UK



Figure 12: Market Street, Toronto



Figure 13: Taxiway West District's public realm structure

2.2 Parks

Parks within the Taxiway West District play an important role in providing essential community amenities that enhance access to nature, support biodiversity, and reinforce the District’s identity as a modern mixed-use employment hub. They also enhance the District’s Indigenous histories and living cultures, and aviation history. Every park within the District will offer a distinct experience, contributing to a diverse and dynamic public realm.

There are three parks within the Taxiway West District, namely:

- **Garratt Blvd Park**, located at a key gateway to the District at the intersection of Street D and Street E, offers space for residents to play, relax, and enjoy nature. The park interfaces with primarily residential uses along the eastern, southern, and western edges, with employment uses to the north. The park will serve an important stormwater management function, with portions designed as floodable spaces to enhance climate resilience.
- **Landing Park**, situated at the foot of the Downsview Park Bridge, will serve as a “landing

spot” for visitors, workers, and residents given its location at the nexus of North and South Sub-Districts, as well as the Downsview Park Bridge.

- **Robert Leek Memorial Park Expansion**, located at the eastern edge of the District, this park will extend the existing Robert Leek Memorial Park in the Ancaster Neighbourhood. Robert Leek Memorial Park Expansion will provide a physical and visual connection from the Ancaster Neighbourhood to the District, including a view to the Taxiway Street through Street C.

The following section includes general guidance for parks within the District. Detailed design of each park will be guided by the Taxiway West District Parks Plan.

GUIDELINES

- 2.2.1. Parks are encouraged to be designed to connect to surrounding streets, greenways, development, and open spaces by incorporating pedestrian pathways or multi-use trails, and recreational areas to provide convenient and continuous access to open space across the entire District.



Figure 14: Artistic rendering of Garratt Blvd Park

2.3 Privately Owned Publicly- Accessible Spaces

POPS within the District will complement the overall public realm network with open spaces of varying types, sizes and functions that are strategically located to enrich the variety of open spaces and create a dynamic public realm experience. POPS will act as focal points, protect key views of the District’s existing assets, and offer distinct spaces for social functions that enhance the overall vibrancy of the District.

POPS within the District will feature a mix of squares, plazas, and courtyards, each offering unique programming options for residents, visitors, and workers to meet, linger and discover.

POPS within the District include:

- **Central Square POPS;**
- **The Plaza POPS;** and
- **Downsview Park Bridge POPS.**

In addition to these POPS, additional POPS may be identified in the future through detailed design of each block.

The following section outlines general guidelines that apply to all POPS in the Taxiway West District, followed by guidelines specific to each POPS outlined above.



Figure 15: Outdoor performance, Lincoln Centre Craft

GUIDELINES

- 2.3.1. When a POPS is located adjacent to the rail corridor, it should be designed to mitigate visual and noise impact from the rail line such as the use of public art, mural wall and landscaping treatments.
- 2.3.2. POPS are encouraged to have flexible programming to adapt to formal and informal activities such as lounging or picnicking, as well as scheduled events such as farmer’s markets or performances.
- 2.3.3. The design of POPS should accomodate a diverse range of users, including individuals, small groups, families and workers by offering a variety of seating options, wheelchair-accessible spaces, and sensory-friendly features to foster inclusivity and comfort for people of all ages and abilities.



Figure 16: Sake Week, Roppongi Hills, Tokyo

Central Square POPS

Central Square is located at the terminus of Taxiway Street, and fronting onto the South Hangars. Central Square is envisioned as the collective living room within the District, with a focus on providing workplace amenities due to its location adjacent to the employment uses within the South Hangars. The intent is for Central Square to be served by food and beverage uses in the South Hangars and potentially from temporary food and beverage venues within Central Square, with a range of softscaped and hardscaped spaces for people to gather, connect and eat.

GUIDELINES

- 2.3.4. The design of Central Square is encouraged to support a flexible area for markets, pop-up events, and temporary structures for food and beverage opportunities to serve adjacent employment uses. Infrastructure support, such as lighting, audio-visual, electrical connections, and water sources, should be incorporated into the design of Central Square, where feasible.
- 2.3.5. The edges of Central Square are encouraged to be designed to allow for spill-out activities from adjacent commercial uses and restaurants.

The Plaza POPS

Located along Taxiway Street, The Plaza is a POPS framed by the cultural and entertainment uses anticipated within Bay 12 on one side and the mix of uses that front onto Taxiway Street. The Plaza will read as a part of the cohesive whole with Taxiway Street, and will become a node along Taxiway Street for gathering, and a place to linger and take in the surroundings.

GUIDELINES

- 2.3.6. The portion of The Plaza adjacent to Bay 12 should consider hardscaping to accommodate performances and events.
- 2.3.7. Infrastructural support, such as lighting, audio-visual, electrical connections, and water sources, should be incorporated into the design of The Plaza where feasible for cultural events, performances, and temporary installations.

- 2.3.8. The design of The Plaza should complement Taxiway Street with specialized pavement design to aid wayfinding and create a unique sense of place. As a primarily hardscaped open space, opportunities to incorporate design elements reflecting the District’s aviation and Black history, and Indigenous cultural practices, forms, and patterns should be explored.
- 2.3.9. A thoughtful planting approach and a softscaped area is encouraged to create a vegetated transition into Taxiway Street, forming a continuous green spine and node. Softscaped spaces in the Plaza should offer comfortable areas for people to linger and enjoy entertainment offerings.



Figure 17: Artistic rendering of Central Square



Figure 18: Artistic rendering of The Plaza

Downsview Park Bridge POPS

Downsview Park Bridge links the Taxiway West District to the 290-acre Downsview Park through a lush stratified park and multi-use path. Rising up from Landing Park, the Park Bridge will pass over the GO rail line to Downsview Park.

Downsview Park Bridge will be a connection that current and future populations will enjoy, even as the wider Downsview Lands are developed over time. It will be one of the key active mobility connections from the District to the Downsview Park.

GUIDELINES

- 2.3.10. The design of Downsview Park Bridge should incorporate an active shared mobility facility that accommodates pedestrians, cyclists and other active modes of travel, ensuring seamless connections to the surrounding pedestrian and cycling pathways at either ends.
- 2.3.11. At the summit of the Bridge, a look-out area is encouraged. This will visually mark a special moment in the District where the emerging Downsview skyline to the east and views to the Downsview Park may be experienced and enjoyed.

- 2.3.12. The design of the Bridge should take into consideration opportunities for pop-up retail and other programming. It should include the necessary infrastructure support, such as electrical outlets and lighting, to facilitate these activities and uses.
- 2.3.13. The design of the Bridge should consider its impact at the street level, ensuring that the design contributes positively to the public realm experience by prioritizing safety and creating active spaces that encourage engagement and interaction.
- 2.3.14. The design of the Bridge should explore opportunities to incorporate the Ancestor Trail, which could integrate Indigenous plantings, teachings, and wayfinding elements such as trail markers, plaques, and signage. The detailed design elements of the Ancestor Trail will be determined in collaboration with First Nations Rights Holders and urban Indigenous communities.



Figure 19: Artistic rendering of Downsview Park Bridge

2.4 Greenways

Greenways are linear corridors that perform important active mobility, stormwater, and ecological functions. They are landscaped pedestrian and cycling connections that connect parks, open spaces, and destinations within and surrounding the District.

Greenways in the Taxiway West District are located along the edges of Street B, Street A, and along Landing Park. They will be City-Owned and managed, and will seamlessly integrate into and expand the adjacent right-of-way and parks.

GUIDELINES

- 2.4.1. Greenways should generally be 10 metres in width and accommodate multi-use paths along the edges of streets.
- 2.4.2. Greenways should be designed in conjunction with the adjacent property and right-of-way design to optimize use of land for landscaping and active transportation.
- 2.4.3. Greenways should be designed with a focus on pedestrian comfort through the incorporation of seating and resting areas and other public realm amenities.
- 2.4.4. Greenways should explore opportunities to incorporate the Ancestor Trail, integrating Indigenous plantings, teachings, and wayfinding elements such as trail markers, plaques, and signage. The detailed design elements of the Ancestor Trail will be determined in collaboration with First Nations Rights Holders and urban Indigenous communities.



Figure 20: Taxiway West District's proposed greenways

2.5 Streets

Streets form a large component of the public realm. The Taxiway West District is organized around a fine-grained pattern of streets that promote walkability and accessibility. New streets extend from the surrounding street network, creating new safe connections and enhanced permeability for the existing and future community.

New streets provide access and frontage to individual development parcels within the District, as well as to parks and community facilities. The street network will implement a Complete Streets and Green Streets approach to prioritize active modes of transportation and transit use, while balancing the needs of all road users.

Additionally, the design of all streets will be accessible to ensure a safe, convenient and enjoyable mobility experience for people of all ages and abilities.

In addition to serving an important mobility role, streets contribute to the vibrancy and public activity within the Taxiway West District. They connect and extend open spaces, as well as provide a hierarchy of unique and varied places that contribute to the character of the overall District. In order to support the vital role of streets as part of the public realm, new streets will be designed to consider adjacent uses, and serve as an integrated component of the open spaces.

As shown on Figure 21, Taxiway Street is the only private street within the District.

The following section provides general guidelines for streets, followed by specific guidelines for Taxiway Street and Street D which are special character streets within the District. Conceptual cross-sections for public and private streets within the District are included in Appendix 1. Exact dimensions within the right-of-way will be finalized in discussion with the City.

GUIDELINES

- 2.5.1.** Public and private streets are key elements of the public realm, and when forming an edge to an open space, their design and planting should be integrated with adjacent elements to enhance visual and physical connectivity and promote a continuous public realm network.
- 2.5.2.** Public and private streets will be woven into one seamless street network for public access regardless of their ownership. Public streets provide addresses to buildings, while both public and private streets work together to create a complete mobility network for all road users.
- 2.5.3.** Public and private streets should incorporate clustering of trees and stormwater management features, such as permeable surfacing and bioswales, where feasible.
- 2.5.4.** Back-of-house elements such as loading, servicing and parking are generally discouraged along public streets and Taxiway Street.
- 2.5.5.** Coordinated street lighting and street furniture should be introduced on public and private streets.
- 2.5.6.** Paving inlays that reference the Indigenous and Black culture and/or aerospace history of the site is encouraged, to improve pedestrian safety, draw visual interest, and identify landmark areas, in consultation with First Nations Right Holders and urban Indigenous communities, where possible.
- 2.5.7.** Frequent pedestrian crossings should be promoted on streets. When streets abut parks or meet/ intersect Taxiway Street, pedestrian crossings should be visually marked through the incorporation of different paving materials to promote visual continuity and provide safe opportunities for crossing.

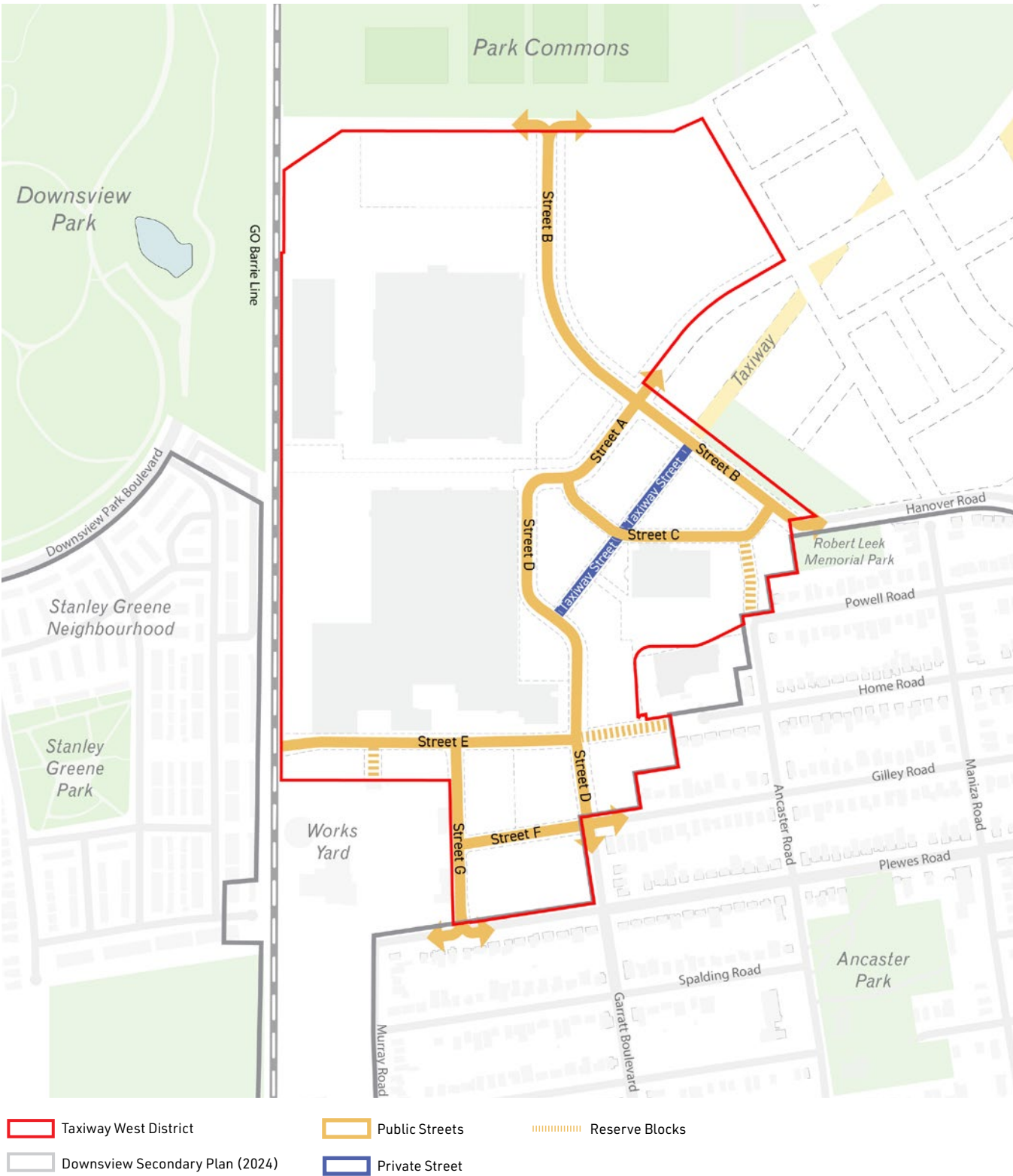


Figure 21: Taxiway West District's proposed street network



Taxiway Street (Private)

Taxiway Street is a private street and a central anchor of community life within the District, as well as an open space destination. Envisioned as the main community spine of the Taxiway West District, Taxiway Street is simultaneously an open space and a shared street for activities, community life, and a year-round destination.

Framed by active uses such as retail, amenities and community uses along its length, Taxiway Street will evoke a great boulevard. Public Street C intersects the Taxiway Street at approximately the mid-point of the street, providing public street access across this private street. The portion of Street C crossing the Taxiway is envisioned to be designed in a way that allows the full extent of the Taxiway Street to appear as a cohesive and continuous whole. At times closed to vehicular traffic, Taxiway Street will be the focal point for events and celebrations in the District, attracting workers, residents, and visitors alike.

Taxiway Street will be punctuated by The Plaza at its mid-point and by the Central Square at its terminus, with its activities spilling out into these wider open space destinations. Taxiway Street will extend the alignment of the existing Taxiway associated with the former Downsview Airport, and lead to the Runway in the wider Downsview Lands, which is imagined as a pedestrian-focused community connector. The diagonal orientation of Taxiway Street, as well as the dense tree canopy and landscape features, mitigate wind impacts and will make this space comfortable year-round. Public art and cultural programming will integrate opportunities to pay homage to the recent aviation history of the lands.

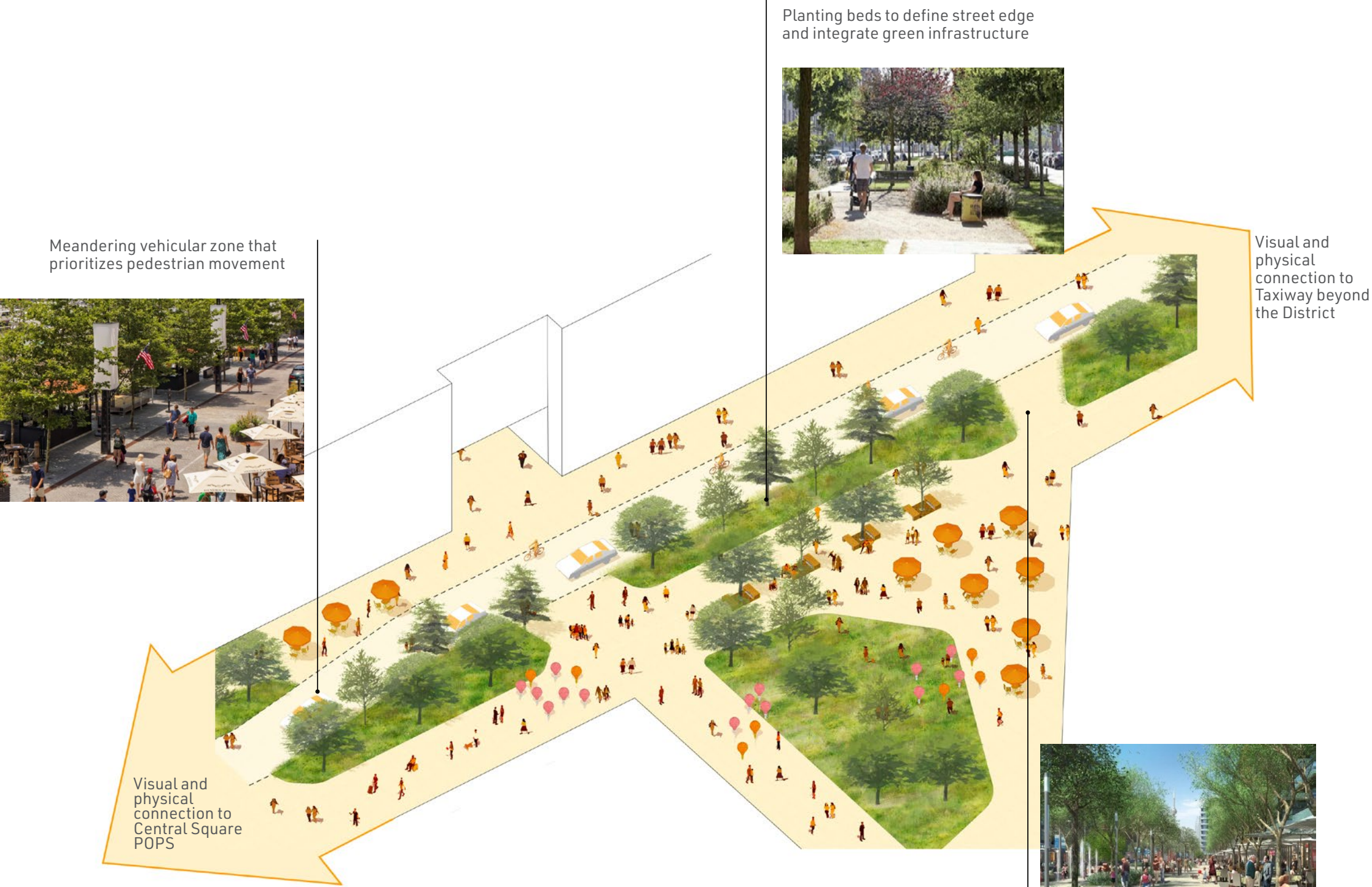


Figure 22: Conceptual illustration of Taxiway Street

Stormwater management functions will be embedded within the design of Taxiway Street to naturally filter, infiltrate and store stormwater within landscaped areas. Diverse and resilient plants will contribute to the biodiversity and habitat connectivity.

GUIDELINES

- 2.5.8. Taxiway Street is encouraged to be designed as a curbless shared street and open space environment, which provides safe and convenient movement of people, cyclists and vehicles, and also acts as an open space destination.
- 2.5.9. The design of Taxiway Street should take advantage of the unique shared street design to provide generous landscape areas with clusters of large, local canopy trees that provide shade and thermal comfort. The planting palette should be diverse and distinct to highlight Taxiway Street as a unique destination.
- 2.5.10. The design of Taxiway Street should aim to incorporate a cohesive design language, such as the use of consistent paving material, landscaping, and uniquely distinct signage along its full length to enhance its identity. Where Street C intersects with Taxiway Street, the design of this portion of Street C will be consistent with the Taxiway Street, in order to achieve a coherent Taxiway Street design throughout the whole length of the street.



Figure 23: Charlottesville Downtown Mall, Virginia

- 2.5.11. Opportunities to incorporate pavement markings and public art for wayfinding and commemoration of the Taxiway West District’s history are encouraged.
- 2.5.12. Taxiway Street is encouraged to provide a visual and physical connection to Central Square and The Plaza, as well as the Taxiway beyond the District to the east.
- 2.5.13. Taxiway Street should ensure public access and use at all times of day; however, it may be temporarily closed to vehicular traffic from time to time for special events and programming.
- 2.5.14. The design of Taxiway Street is encouraged to plan for electrical infrastructure to facilitate cultural events and community gatherings, including movable or retractable bollards for temporary closures for events.
- 2.5.15. Patios, seating areas, flexible outdoor work spaces, and other activity areas are encouraged along Taxiway Street.
- 2.5.16. Lighting along Taxiway Street is encouraged to be designed in a manner that enhances the spatial experience and movement of pedestrians, such as the use of catenary lighting.



Figure 24: District Wharf, Washington

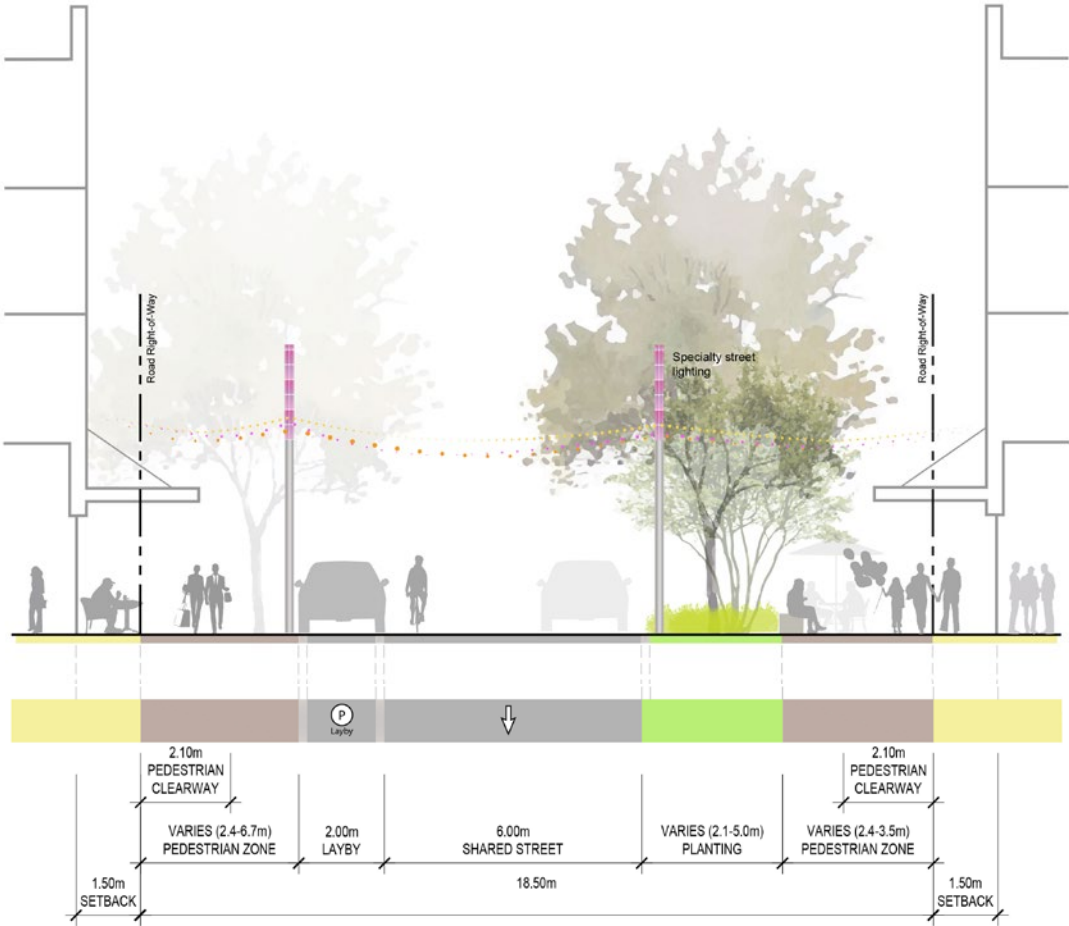
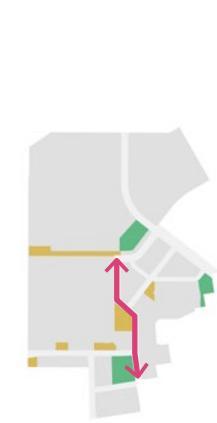


Figure 25: Conceptual cross section of Taxiway Street



Figure 26: Artistic rendering of Taxiway Street



Street D (Public)

Street D extends Garratt Boulevard and runs through the centre of the Taxiway West District. Activities will spill out onto Street D from the South Hangars and the Central Square on one side, and from mixed-use buildings with active ground floor uses on the other. Street D connects key open spaces in the District and interfaces with all four character areas.

Given Street D’s central role in the mobility network, as well as its unique characteristics, the following guidelines have been developed.

GUIDELINES

- 2.5.17. In order to maintain and celebrate the character of the hangar doors, the west side of the Street D is encouraged to allow for occasional overhangs and/or expansive canopies to activate the public realm, as well as blur the indoor environment of the hangars and the outdoor public realm along Street D. Given the large span of the hangar doors, these overhangs may encroach into the public right-of-way, subject to future encroachment agreement with the City of Toronto.
- 2.5.18. The location of trees and street furniture along Street D should allow for the opening and closing of south hangar doors.
- 2.5.19. Street furniture including bike racks, benches, transit stops, and waste receptacles are encouraged to be accommodated within Street D’s public right-of-way to provide pedestrian amenity and support uses/activities that spill onto the streets from the buildings.
- 2.5.20. Integration of public art and signage that highlights the history of storytelling of the District is encouraged along Street D.

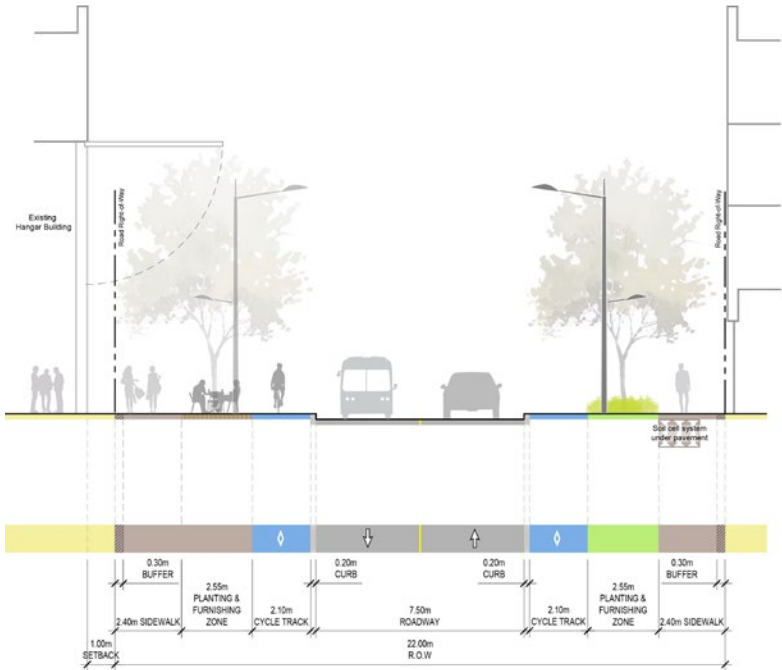


Figure 27: Conceptual cross section of Street D with Hangar doors

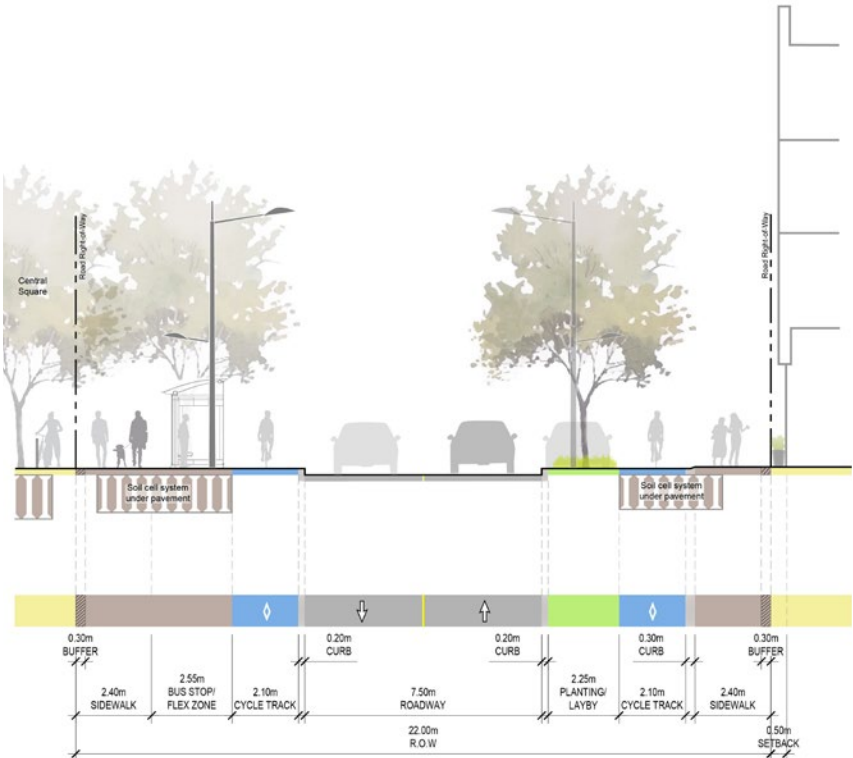


Figure 28: Conceptual cross section of Street D next to Central Square POPS



Figure 29: Artistic rendering of Street D

2.6

Mid-Block Connections

Mid-block connections complement the public and private street network and provide a finer porosity throughout the District. At the same time, they provide charming and intimately-scaled spaces that will offer a sense of discovery for slower-paced strolls for curious passersby.

Mid-block connections are fundamental to the urban character of the District. These connections are primarily intended to facilitate walking, rolling and cycling, however, some mid-block connections will also accommodate vehicle and servicing access for blocks, in order to minimize these activities along primary building and open space frontages along public and private streets.

GUIDELINES

- 2.6.1. Mid-block connections should be informed by the ground floor program and adjacent uses. For instance, residential mid-block connections should consider soft landscaping, while retail and commercial blocks may consider hardscaping with enhanced paving that contributes to the pedestrian experience.
- 2.6.2. Lighting for mid-block connections should focus on pedestrian safety, and are encouraged to be integrated into adjacent buildings, and/or explore the use of catenary lights, to keep the area clear of light poles and other utility elements.
- 2.6.3. Mid-block connections with vehicular access should ensure pedestrian safety, by maintaining clear sightlines for pedestrians.
- 2.6.4. Mid-block connections should generally be open to the sky. However, ‘potential mid-block connections’ noted on Figure 31, may have building portions over the mid-block connections. In such cases, sufficient clearance should be ensured for pedestrian safety, servicing access, and access to light.

- 2.6.5. The mid-block connection in Block A is envisioned to be a pathway within the South Hangars that provides public access into this large adaptive reuse building. The pathway may have portions that are indoor, however the exact location, alignment and design detail will be determined at the detail design stage, and its location may shift over time based on changes to tenants and uses within the building. This connection should be accessible for users with varying mobility needs.
- 2.6.6. Despite guideline 3.3.1.d in the Downsview Urban Design Guidelines, North Sub-District may have limited mid-block connections due to the primarily employment focused uses in the area.



Figure 30: Artistic rendering of a mid-block connection in the District



Figure 31: Conceptual illustrations of mid-block connections in the District. Actual location and alignment of each mid-block connections will be determined through the site-specific zoning by-law and/or future detailed development design at each building and/or block level.

2.7

Views and Vistas

The development of Taxiway West District provides opportunities to establish key views and vistas. The following map and guidelines identify opportunities for key views and vistas to be created and enhanced through the design and articulation of buildings, the design of open spaces, and/or street design. This approach emphasizes continuity and connectivity to highlight key view corridors throughout the District.

GUIDELINES

- 2.7.1. Buildings or parts of buildings that frame important view corridors should be carefully designed to reinforce and highlight these views. This can be achieved through building articulation and design, and by using materials and/or colours that draw attention to the view terminus.
- 2.7.2. Open spaces that are located at the termini of important view corridors are encouraged to be designed to mark these viewpoints through planting, landscape features, public art and lighting.
- 2.7.3. Strategies to maintain a visual connection at-grade between Bay 12 and Bays 1-2 are encouraged. The location of public realm elements, landscape and public art within Central Square, Street D and Taxiway Street, as well as the development within Block C should consider maintaining an open view within this view corridor.
- 2.7.4. Buildings facing Taxiway Street should be designed to enhance the sense of continuity of the street, by maintaining a consistent streetwall and/or by using architectural features that reinforce and compliment the linearity of the view corridor.

- 2.7.5. The view corridor along Taxiway Street should be continuous and unobstructed by buildings, with minimal interference from public realm. These elements should consider how to minimize impact to the view corridor such as street lights, public art and signage, which should be strategically placed to reduce their impact on the view corridor.



Figure 32: Potential view and vista opportunities in the Taxiway West District

2.8

Landscaping and Planting

The Taxiway West District currently consists of predominantly paved surfaces and includes several expansive surface parking lots. The development of the Taxiway West District will introduce nature into the District and significantly increase biodiversity and surface permeability, improving the District's climate resiliency.

To extend the principle of City Nature throughout the District, the planting strategy will focus on increasing tree canopy cover in the District, providing a tree clustering planting arrangement, incorporating seasonally interesting and diverse plants, and supporting green infrastructure as well as spill-out activities from ground floor uses.

The following are general guidelines that apply to landscaped in the District. For specific guidelines for landscaping in POPS and streets, refer to subsections 2.3 and 2.5 in this document, respectively.



Figure 33: Trapèze Redevelopment, Paris, France



Figure 34: Green Street, Sheffield, UK



Figure 35: Green Street, Portland

GUIDELINES

- 2.8.1.** Acknowledging the District's employment focus and presence of large existing buildings, the overall District-wide tree canopy target is set at 25% at full maturity. The landscape, plantings, and materials are encouraged to be robust and resilient to suit this urban context.
- 2.8.2.** A plant palette that provides visual interest year-round, with a mix of deciduous and evergreen trees, shrubs, perennials, and grasses are encouraged.
- 2.8.3.** Lawn areas should be minimized to where it is necessary to support open space programming.
- 2.8.4.** Landscaping is encouraged to be used to soften the impact of vehicular traffic on open spaces to create a safe and comfortable pedestrian and cycling environment.
- 2.8.5.** The use of landscape materials that have regard for pedestrian utility and help maintain clear sight lines are encouraged for increased pedestrian safety.
- 2.8.6.** Where blank walls are unavoidable, they are encouraged to be articulated and/or screened with features such as planting, visually interesting fences, mural walls, or other artistic elements.
- 2.8.7.** The edges of parks are encouraged to have transitional buffers, such as with landscaping and/or use of consistent paving materials along street edges to promote physical and visual connectivity.
- 2.8.8.** Landscaping should be coordinated with phasing to reduce injury to plant materials. Creative interim solutions such as an on-site tree nursery, pop up markets, gardens and community event spaces may be introduced to occupy and animate spaces that will remain undeveloped for a period of time in each phase.



Figure 36: Madison Square Park, New York City

2.9

Pedestrian Realm Amenities

Amenities such as street furniture, lighting, pet-friendly spaces, digital infrastructure, and other pedestrian amenities within the public realm are important to residents, visitors, and workers alike, to provide gathering and recreational space that promotes health, a sense of community, technological innovation, and artistic expression.

Specific consideration should be given to accessibility and safety to ensure that the public realm is an inclusive and welcoming environment for people of all ages.

GUIDELINES

Street Furniture

- 2.9.1. Public seating is encouraged to be flexible and movable to allow for different configurations to offer a variety of seating options.



Figure 37: Indigenous design elements on bench, Campbell River School District

Supergraphics

- 2.9.2. Opportunities to incorporate supergraphics, or large-scaled graphics are encouraged as a means to honour Indigenous living histories and commemorate the District’s aviation history. These elements may be considered throughout the public realm including on key streets and within appropriate open spaces.
- 2.9.3. Supergraphics should be inspired by the demarcations typically found on runways and taxiways. They should utilize a single colour and incorporate highly graphic patterns, as appropriate.
- 2.9.4. The use of supergraphics are encouraged to support wayfinding.
- 2.9.5. Variation in supergraphics is encouraged to generate visual interest and avoid monotony while still maintaining a cohesive design language.
- 2.9.6. Opportunities to incorporate supergraphics along with oversized crosswalks should be considered on key streets and within appropriate open spaces.



Figure 38: Artistic rendering illustrating building supergraphic

Lighting

- 2.9.7. Public street lighting will have consideration for Toronto Hydro Street Lighting requirements, however, opportunities to explore specialty lighting along public streets will be encouraged.
- 2.9.8. Unique lighting effects are encouraged to reinforce the landscape and planting strategy as well as illuminate street furnishing and public art elements within the public realm.
- 2.9.9. The size and design of lighting elements on public and private streets are encouraged to allow for future flexibility, including the integration of digital networks, electric charging and sensing.
- 2.9.10. Streetlights should be designed to offer a range of heights along key streets and open spaces, where appropriate.
- 2.9.11. Waterproof in-ground LED lighting along mid-block connections should be explored to create a dynamic pedestrian thoroughfare and experience.



Figure 39: Left: Reed architectural steel pole
Figure 40: Top: Zuccotti Park, New York City
Figure 41: Bottom: First Avenue Water Plaza, New York City



Figure 42: Left: Catenary lighting, St. Martin’s Courtyard, London
Figure 43: Right: Catenary lighting, Oxford Street, London



Figure 44: Left: Moulin- Old Project, Ville de Moulin, France
Figure 45: Right: Rotterdam, Netherlands



Figure 46: Image of Taxiway pavement markings

2.10

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 the Taxiway West District will align with the Downsview Lands Public Art Strategy, to implement public art that pays homage to Downsview’s unique identity and reflect the voices of diverse communities. Public art will include both temporary and permanent art, and could include, but are not limited to cultural landmarks, sculptures, murals and/ or monuments that celebrate the area’s history, culture and natural heritage, such as Indigenous and Black history and culture, aerospace, and local histories in Downsview. The public art in the District 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 First Nations Rights Holders and urban Indigenous communities, 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.

GUIDELINE

- 2.10.1. Public art is encouraged to be distributed strategically throughout the District and implemented at a variety of scales to support wayfinding, placemaking and visual interest at key locations, prioritizing public art opportunities as shown on Figure 49.
- 2.10.2. Integration of public art with infrastructure elements, such as lighting, will be encouraged.



Figure 47: FLOAT, Jacquie Comrie, Bay 12 doors



Figure 48: XOXO Downsview Wind Rose installation by Future Simple Studio, Toronto



Figure 49: Potential public art opportunities in the Taxiway West District



SECTION 3

Built Form

3.1 General Built Form Guidelines

3.2 Built Form Typologies

Low-rise Buildings

Mid-rise Buildings

Tall Buildings

Employment Buildings

3.3 Materiality and Building Elements

3.4 Loading, Servicing and Parking Access

3.1 General Built Form Guidelines

Taxiway West District contains large existing buildings and structures associated with the previous aerospace use. At the same time, the District is adjacent to the low-rise Ancaster neighbourhood. Both of these factors require a height and built form approach which responds to this existing context, and creates a thriving employment-focused community envisioned for this District. Creating a variation in building heights and typology is a key objective to create a dynamic built form composition and reinforce the District’s unique character.

New development should explore a range of strategies to achieve a high degree of sustainability and resilience, including the conservation and adaptive reuse of existing hangar buildings; building methods that reduce the new development’s carbon footprint; and strategies that promote a comfortable microclimate within the public realm. New development should also be responsive to, and sensitively integrate with, cultural heritage resources.



Figure 50: Taxiway West District Conceptual Massing

Special attention should be given to designing the ground floor, as it significantly shapes the pedestrian experience, and promotes an animated, comfortable, and inviting setting.

The guidelines within this section are intended to foster an architectural identity that is cohesive and comfortable - inviting future residents, workers and visitors to enjoy. This section provides general built form guidelines that apply to all development within the Taxiway West District, and are followed by specific guidelines for new buildings by built form typology.

GUIDELINES

- 3.1.1. Developments should embody design excellence in architecture and urban design. A holistic approach that considers best practices, technologies and methods for creating high-quality and enduring built form is encouraged.
- 3.1.2. The architectural expression and materiality of new buildings should complement, and where appropriate, reinforce the industrial character of the District.
- 3.1.3. Buildings should frame, define, and animate the public realm with pedestrian-scaled frontages, articulated lobby entrances and through the use of projections and recessions to accentuate the building façade.
- 3.1.4. Residential and office lobbies should be prominent, highly visible, and located along public street and Taxiway Street frontages. Buildings with active uses on the ground floor like retail, food and beverage, and community amenities should promote interaction between indoor and outdoor settings to activate the public realm.
- 3.1.5. The design of buildings should explore opportunities for landscaped courtyards or green rooftop amenity spaces, where feasible.

- 3.1.6. Vertical breaks, recesses and niches along long building façades are encouraged to break the horizontality of the buildings, improve the visual expression, promote a fine-grained rhythm, and reduce wind downwashing and tunneling effects.
- 3.1.7. Setbacks should allow for spill-out spaces and street furniture, creating a landscaped edge that transitions from private to public realms. Built form should ensure privacy and access to sunlight and sky view through appropriate setbacks and separation distances between buildings, as established in the site-specific zoning by-law.
- 3.1.8. Areas requiring wind mitigation measures, as identified through a wind study at detailed design stage, should be addressed through design approaches such as building materials, façade articulation, landscaping, canopies, and step-backs to mitigate wind conditions in the public realm, as recommended through future wind studies.



Figure 51: Artistic rendering showing varied built form in the District

3.2 Built Form Typologies

New buildings in the Taxiway West District will be predominantly mid-rise in scale and include a mix of building types and typologies. Built form will respond to the scale of the cultural heritage resources, and provide a sensitive transition to the existing Ancaster neighbourhood.

This overarching approach to built form will support a thriving urban environment, while also creating a human-scale built form and a comfortable microclimate for year-round activity on streets and open spaces.

New buildings proposed in the District will feature four distinct built form typologies:

- **Low-rise buildings**, such as townhouses and low rise apartments up to 4 storeys in height, located at the edge of the District where it meets Ancaster Neighbourhood;
- **Mid-rise buildings**, generally 11 storeys in height in the Village and Ancaster West charcter areas, with 14 storey mid-rises strategically located along Street A and B in the Village Area;
- **Tall buildings**, 15 to 23 storeys, may be located on Block B and Block D as an alternative to mid-rise forms to provide further built form variation; and
- **Employment buildings**, with large footprints for large-scale employment uses and tenants, upto 4 storeys in height, located within the North Sub-District area.

GUIDELINES

Low-rise Buildings (up to 4 storeys)

- 3.2.1. Low-rise buildings, including but not limited to townhouses and low-rise apartments, should be considered as transitional forms adjacent to low-scale residential neighbourhoods or other less intensive uses, where appropriate.
- 3.2.2. Townhouses should have appropriate yard setbacks adjacent to neighbouring properties and buildings, incorporating landscaping elements to ensure smooth transition and enhance visual screening and privacy.



Figure 52: Artistic rendering of Ancaster West, with lower scale buildings and townhomes



Figure 53: Conceptual building typologies

Mid-rise Buildings (5 to 14 storeys)

3.2.3. Development of mid-rise buildings in the Village and Ancaster West character areas should establish streetwalls to frame the public realm and provide human scale, with buildings predominantly sited parallel to adjacent streets. Streetwalls should generally be 4 storeys in height adjacent to hangar buildings, Bay 12, along Taxiway Street and within the Ancaster West character area. Streetwalls should generally be 6 storeys along Streets A and B to respond to the width of the right-of-way and adjacencies to parks.

3.2.4. Streetwalls along Taxiway Street should contribute towards a continuous datum that reinforces the street's linearity. The lower portions of mid-rise buildings along this street should activate the public realm, enhancing the vibrancy of Taxiway Street.

Tall Buildings (15 to 23 storeys)

3.2.5. Tall buildings on Blocks B and D should be strategically placed to enhance built form variation and support wayfinding by marking key locations in the District's skyline.



Figure 55: Illustration of potential tall buildings in the District

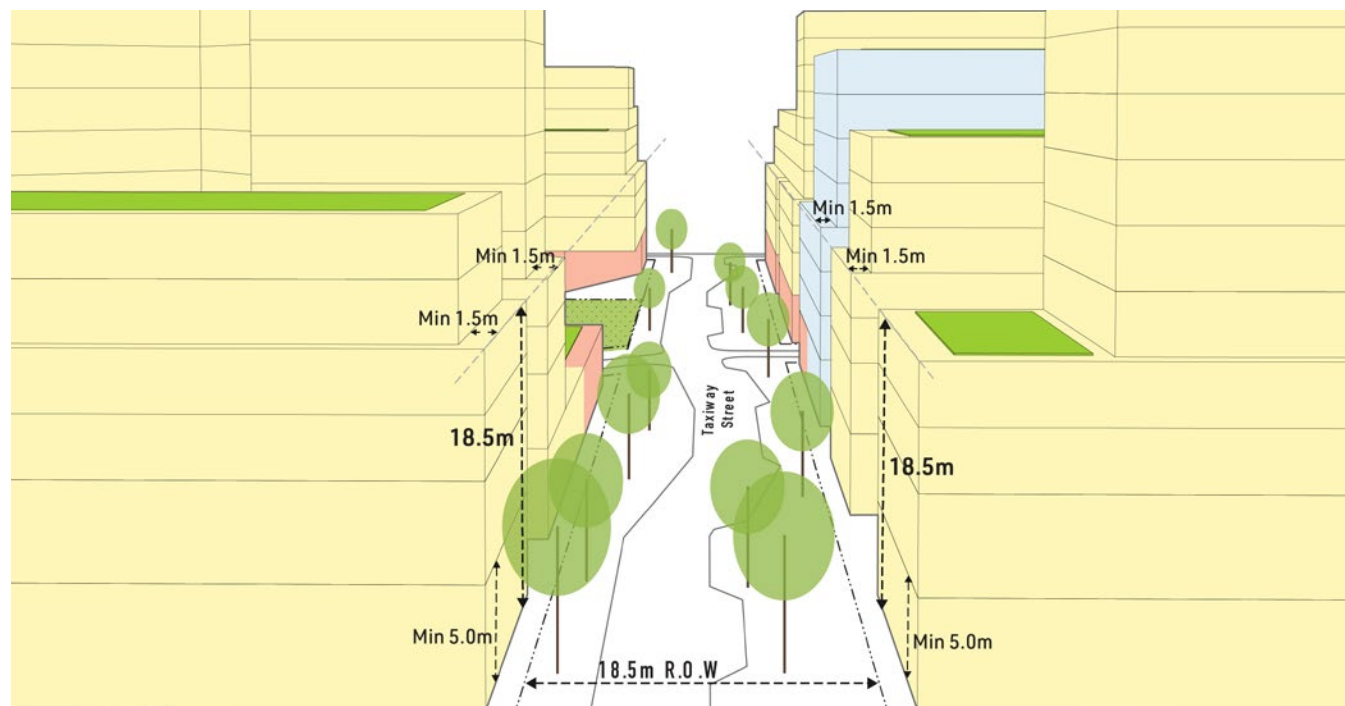


Figure 54: Illustration of setbacks establishing a consistent streetwall along Taxiway Street

Employment Buildings

3.2.6. Building orientation should maximize locating the streetwall along public streets, and be sited to screen surface parking lots to reduce their visual prominence from public streets.

3.2.7. Buildings with long streetwalls should respond to the pedestrian scale with thoughtful vertical building articulation.

3.2.8. Façade treatments for new buildings should harmoniously align with the industrial vernacular of the area while incorporating design features that enhance safety, such as through adequate lighting, glazing or other transparent materials along street-facing façades, for improved visibility.



Figure 57: Levering Trade, Mexico

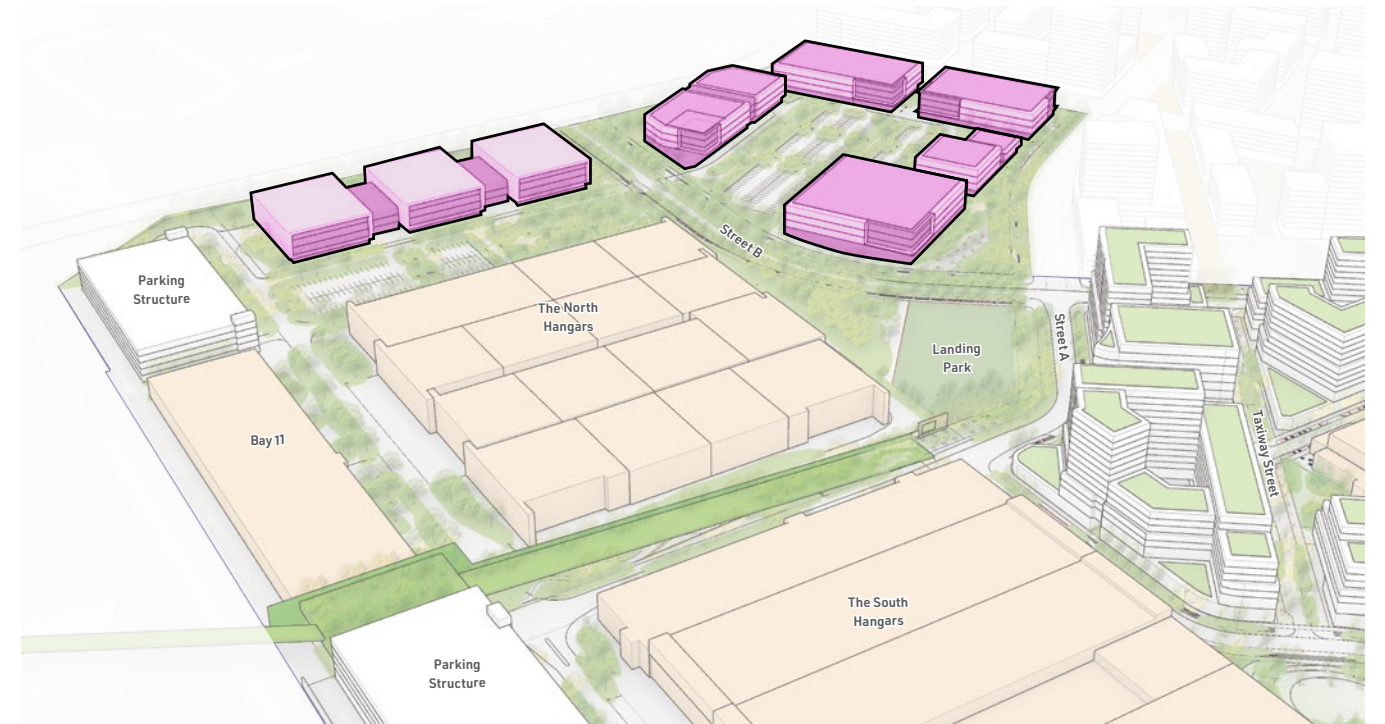


Figure 56: Conceptual illustration of the North-Sub District

3.3

Materiality and Building Elements

The Taxiway West District is inspired by the District’s industrial heritage and reflects visual cues from the surrounding physical context. The development will respond to the presence of the existing hangars and the alignment of Taxiway Street, and set out a structure that will encourage a dynamic mixed-use work environment to emerge.

The design and materiality of the Taxiway West District seeks to reinforce this structure and character of the area, and further support activation and intuitive wayfinding throughout the District.

GUIDELINES

Materiality

- 3.3.1.** Buildings within the Village should incorporate a secondary palette of natural materials including wood, stone, brick, and concrete where appropriate.
- 3.3.2.** Buildings within Ancaster West should consider incorporating a secondary palette of brick, masonry, and wood to reinforce the predominantly residential character of the area.

Glazing and Fenestration

- 3.3.3.** Ground floor façades of mid-rise and tall buildings should be highly transparent and designed with a high glazing-to-wall ratio to foster an animated public realm; promote the interaction between indoor and outdoor settings; support low carbon building design; and add visual interest and permeability along streets.



Figure 58: Nightingale 1 Housing, Brunswick, Australia



Figure 59: Artistic rendering illustrating high glazing-to-wall ratios on ground floor façades

Canopies

- 3.3.4.** Canopies are encouraged throughout the Taxiway West District, especially at primary entrances and transit stops to provide weather protection and pedestrian amenity.
- 3.3.5.** Where appropriate, canopies may extend into the right-of-way, subject to detailed design review and encroachment agreements in coordination with the City.
- 3.3.6.** Buildings in the Village character area should incorporate continuous canopies to provide pedestrian comfort and weather protection, where possible.



Figure 60: Hangar doors resembling large canopies



Figure 61: Chelsea Market canopy, New York City

Rooftops

- 3.3.7.** Rooftops should be designed to maximize their social, environmental and energy performance.
- 3.3.8.** Rooftop amenity spaces should be located in areas with the greatest solar access and most comfortable winds to extend their usability.
- 3.3.9.** Amenity areas should be screened from rooftop mechanical equipment.
- 3.3.10.** The design of rooftops should consider opportunities for providing habitat for birds and pollinators through native and food-bearing plantings, shrubs and perennials.
- 3.3.11.** Opportunities for small scale food production should be considered on rooftops by providing productive growing space.
- 3.3.12.** Rooftops of large employment buildings are encouraged to incorporate Green Infrastructure components such as green roofs and rain water harvesting to enhance views from the surrounding mixed-use areas, to reduce urban heat island effects, and to improve air quality and noise insulation.

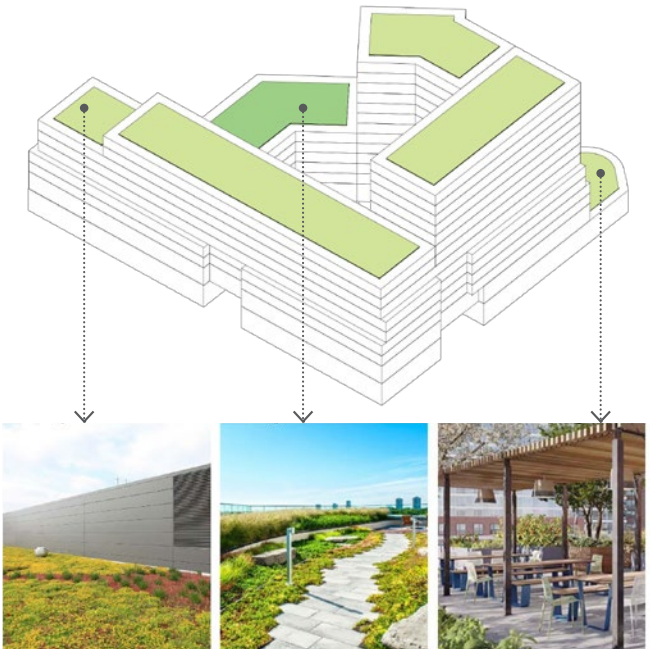


Figure 62: Graphic illustrating a range of green roofs and amenity areas

Oversized Building Elements

3.3.13. Buildings in the Village character area should integrate oversized building elements such as double-height building entrances and vestibules to reinforce the industrial and aviation legacy of the District, where appropriate.



Figure 63: Davidson House, Readings, UK



Figure 64: Artistic rendering showing large hangar doors on the South Hangars

3.4
Loading, Servicing and Parking Access

Loading, servicing and parking functions are essential to supporting employment and other uses within the Taxiway West District. At the same time, minimizing the impact of loading, servicing, parking and other back-of-house activities on the public realm is important in ensuring a safe and comfortable pedestrian environment.

GUIDELINES

- 3.4.1.** Vehicle parking should be provided primarily through underground parking space in the Village and Ancaster West areas, and the two proposed above-grade parking structures in the North Sub-District and South Hangars.
- 3.4.2.** Surface parking lots within the North Sub-District which support employment uses will be appropriately screened from surrounding public streets and open spaces with landscape buffers or buildings sited and oriented towards public streets. Screening may include low walls, low fences, hedges, under-storey planting and tree planting.



Figure 65: Bicycle parking, Karen Blixens Plads, Copenhagen



Figure 66: Artistic rendering of a conceptual mid-block connection within the Taxiway West District with parking and loading access

- 3.4.3.

To support active mobility options, the Taxiway West District is encouraged to provide centralized bike parking facilities, which are designed with the flexibility for potential future expansions.
- 3.4.4.

Loading, servicing and parking access is encouraged to be located away from public streets, park and open space frontages to minimize disruptions or conflicts with pedestrians.
- 3.4.5.

Access to loading, servicing and underground parking are encouraged to be consolidated as much as possible within each block, as well as to consolidated underground parking garages across blocks, to support shared access and enable efficient use of space in alignment with zoning requirements.
- 3.4.6.

Loading and servicing areas, as well as underground parking access, are encouraged to be offset by a minimum of 9 metres from prominent building corners, so that building corners can contribute to animating the street with active uses and architectural expression.
- 3.4.7.

The design of parking garages and structures should prioritize flexibility to allow for easy conversion of parking stalls into other uses such as bike parking areas and/or allow for future redevelopment opportunities.
- 3.4.8.

Above-grade parking structures should be designed to complement the surrounding buildings and streetscapes through materiality and design elements, which could include visually attractive treatments such as murals or decorative panels that align with the architectural character of the District.

Appendix 1

Conceptual Street Sections

The following pages illustrate the conceptual cross sections of public and private streets within the Taxiway West District. The design of each street varies to reinforce their role, street classification, and character, while advancing the District Plan’s overall mobility, sustainability and placemaking ambitions.

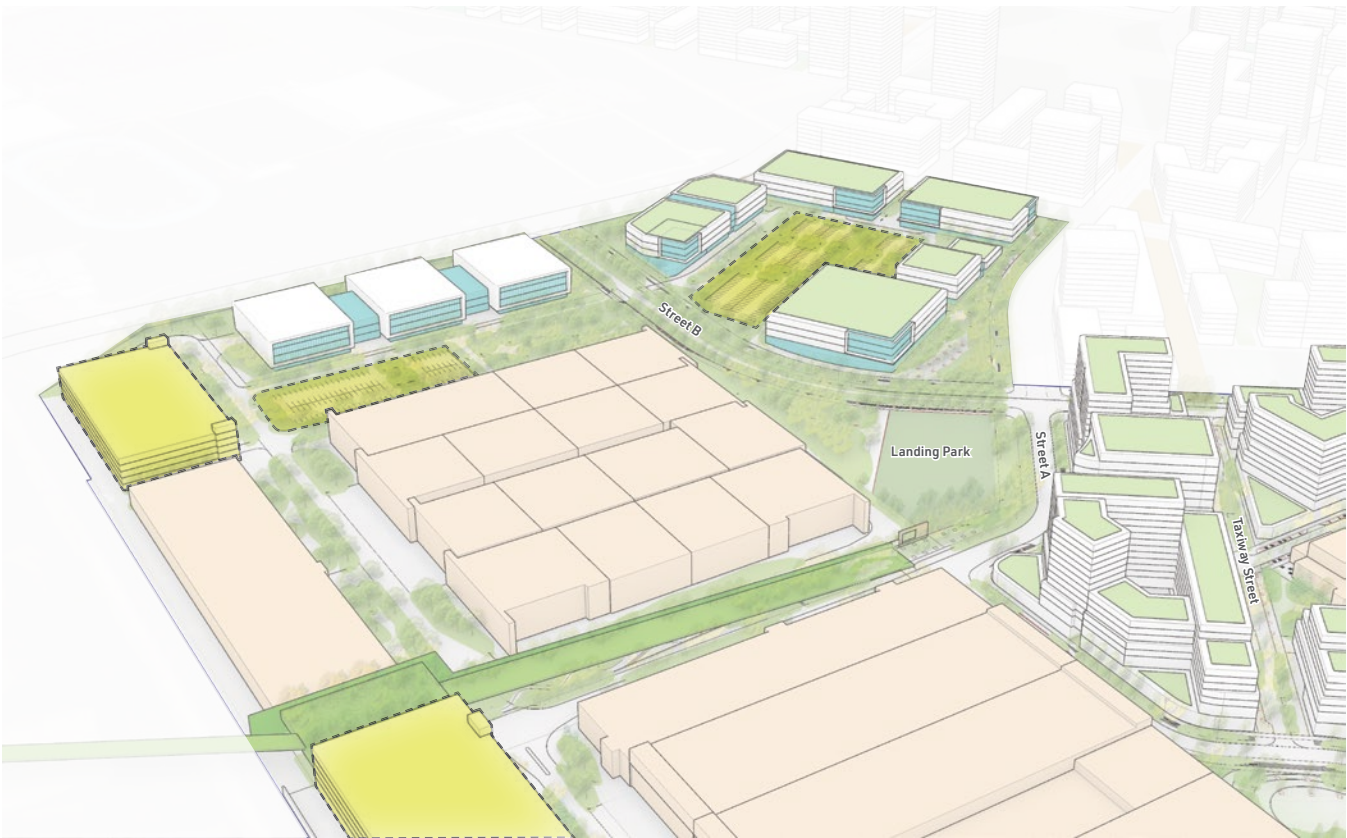


Figure 67: Conceptual illustration of North Sub-District showing surface parking lots and parking structures.

Public Streets
Street A

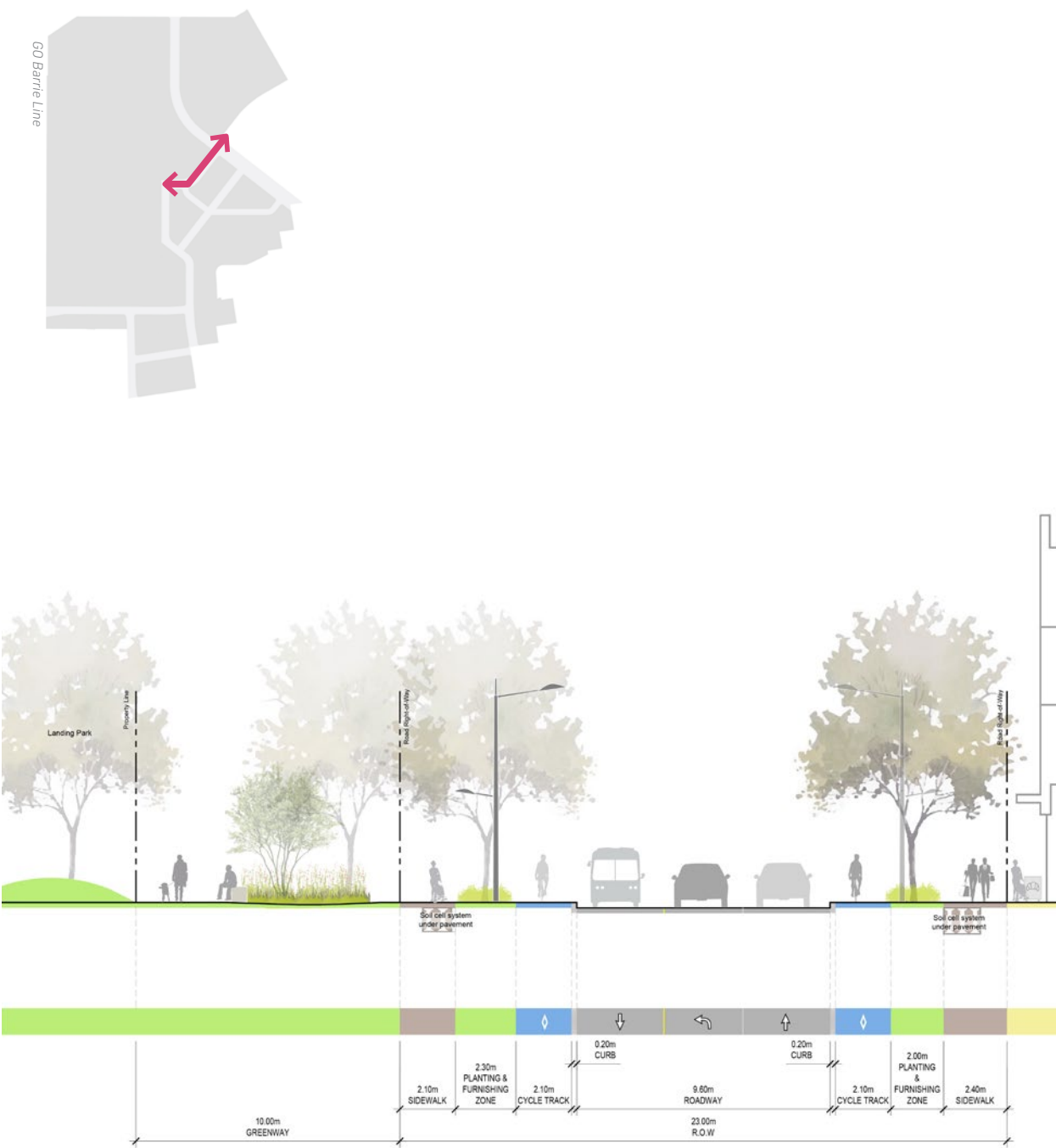


Figure 68: Conceptual cross section of Street A

Street B

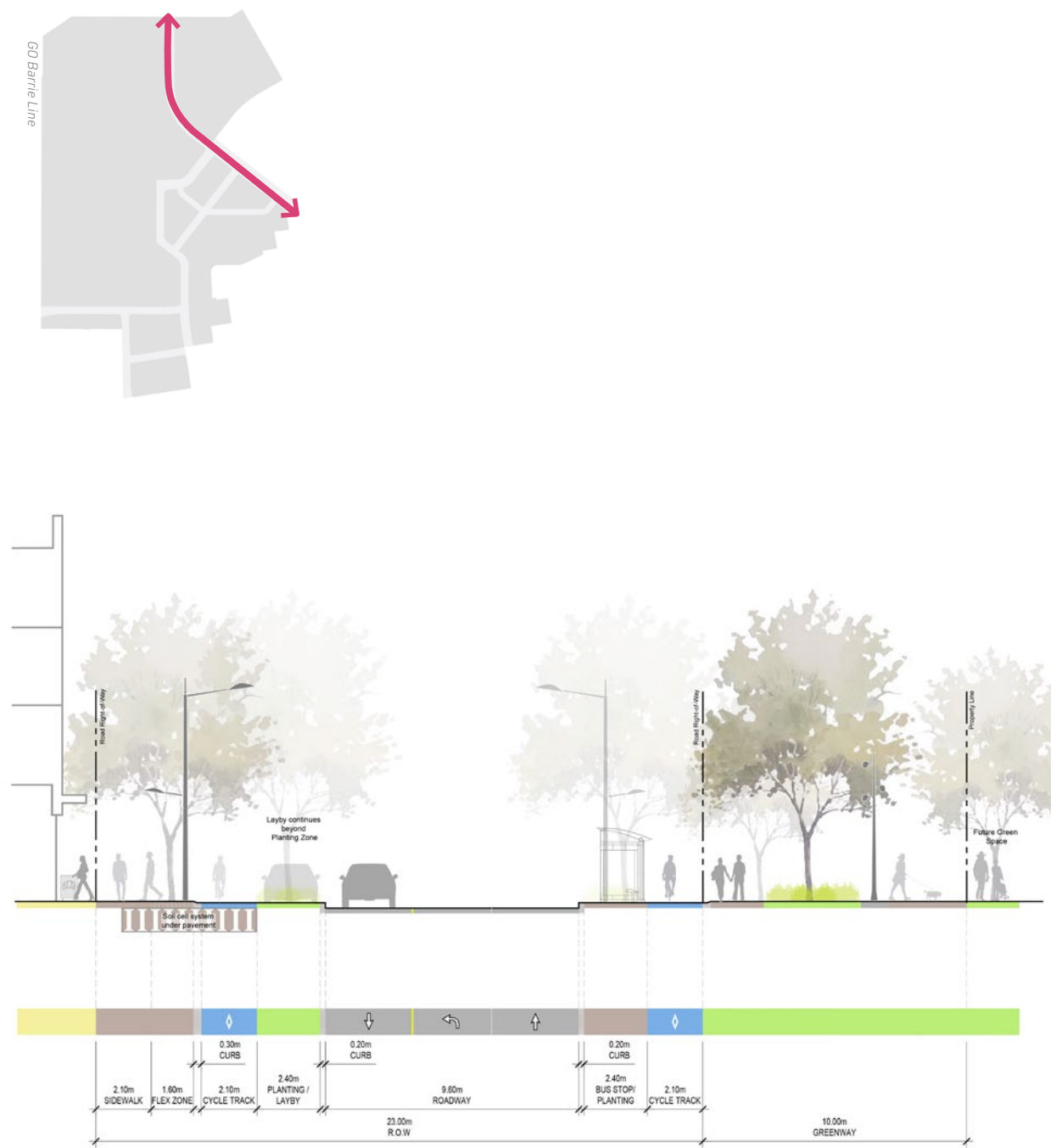


Figure 69: Conceptual cross section of Street B

Street C



Figure 70: Conceptual cross section of Street C

Street D

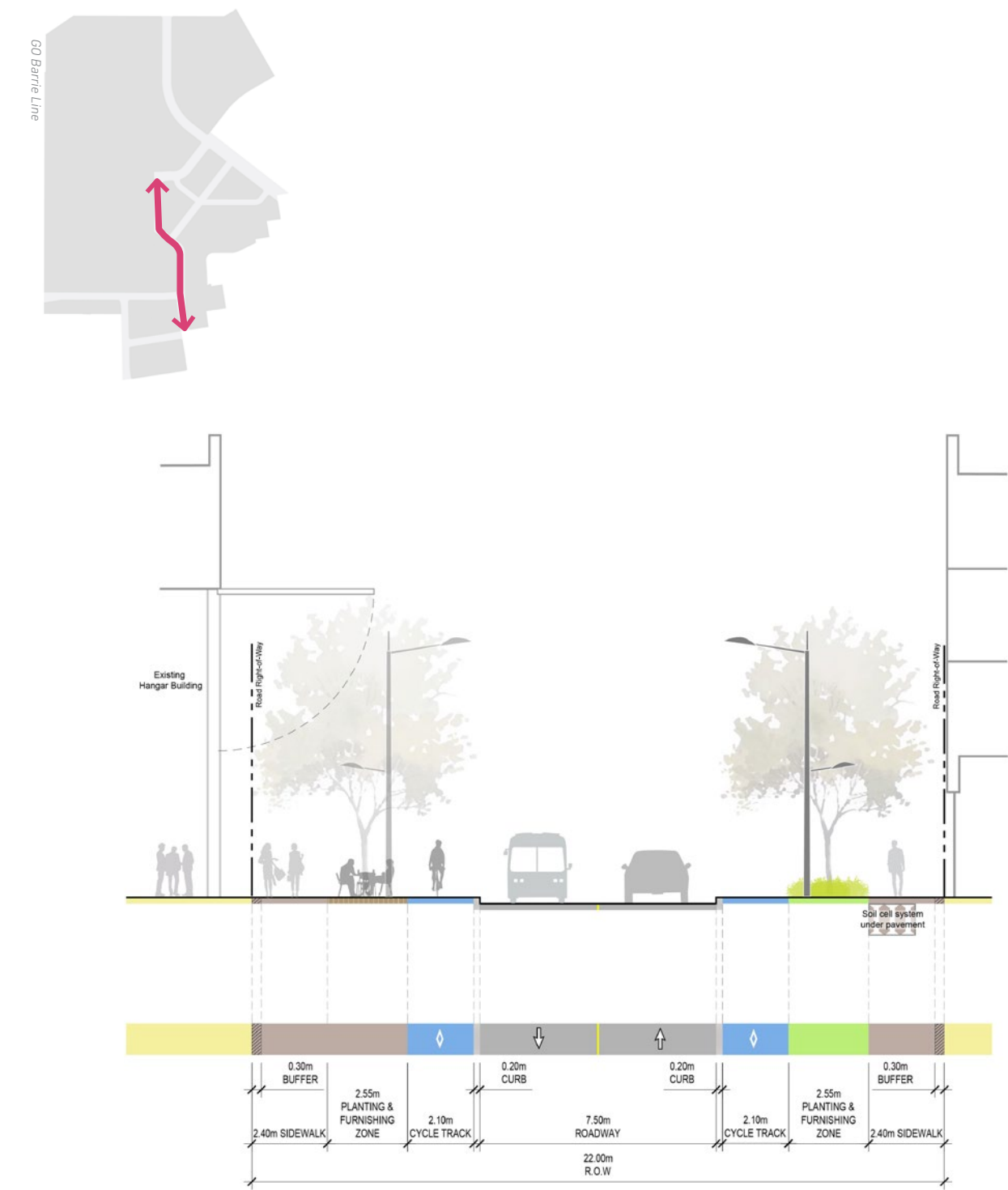


Figure 71: Conceptual cross section of Street D

Street E



Figure 72: Conceptual cross section of Street E

Street F



Figure 73: Conceptual cross section of Street F

Street G



Figure 74: Conceptual cross section of Street G

Private Street
Taxiway Street



Figure 75: Conceptual cross section of The Taxiway Street

Appendix 2

Image Credits

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8	11	Moccasin Identifier project, Trillium Park, Toronto	Nadia Molinari/LANDinc
Section 2			
11	16	Television Centre, London, UK	Gillespies
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24	28	District Wharf, Washington	Perkins Eastman
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63	59	Davidson House, Readings, UK	Light Bureau/dn-a
65	60	Bicycle parking, Karen Blixens Plads, Copenhagen	Rasmus Hjorthøj - COAST, Thomas Bille and Anne Østerby/Cobe Architects

