



Downsview West District District Plan

June 2026



ENVISIONED BY
Canada Lands Company
Société immobilière du Canada

URBAN
STRATEGIES
INC .

LAND ACKNOWLEDGMENT

We acknowledge the land we are meeting on is the traditional territory of many nations including the Mississaugas of the Credit, the Anishnabeg, the Chippewa, the Haudenosaunee and the Wendat peoples and is now home to many diverse First Nations, Inuit and Métis peoples. We also acknowledge that Toronto is covered by Treaty 13 with the Mississaugas of the Credit.

Downsview West District

District Plan

City of Toronto, March 2026

Prepared for

Canada Lands Company

Consultant Team

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ERA



Letter from Canada Lands Company

We, Canada Lands Company Limited (“Canada Lands”), are the current stewards of the Downsview West lands and are leading the redevelopment of the District, a responsibility and honour that we take seriously. This document describes our emerging vision for the future of the lands, while implementing the direction established by the City’s Downsview Secondary Plan. It reinforces our intentions of creating an inclusive, complete community and our commitment to working towards reconciliation.

We are excited to share our vision for Downsview West, one that will transform the District’s 30 hectares into an urban mosaic: a collection of neighbourhoods with diverse housing options — including plans for at least 10% of all homes to be affordable — integrated into a complete community with both jobs and amenities.

Our vision draws on extensive engagement with Indigenous Rights Holders, the surrounding community, and a wide variety of interest groups. As a result of this collaboration, Downsview West will emerge as a collection of neighbourhoods unlike any other. It will serve as a model for harmonious and sustainable urban development that emphasizes the physical and cultural well-being of all living things, for generations to come.

In our work, we are guided by the following commitments:

- We are committed to meaningful collaboration with local residents and broad interest holders to ensure that the future of these lands contributes to a remarkable quality of life for new residents, visitors, and our neighbours.
- Anchored by a minimum of 10% affordable housing, Downsview West will be made up of inclusive neighbourhoods, where diverse residents can make a home and access the resources,

jobs and amenities they need to thrive. CLC is committed to seeking all available opportunities to achieve a target of 20% affordable housing.

- We will continue to seek opportunities to adaptively re-use the Depot Building to showcase the District’s rich history, and to support community uses and public realm vibrancy.
- We will consider our environmental impacts and our resilience from the outset and design a place that contributes to livability for current and future generations.
- We will prioritize safe streets for all, in particular the safe movement of pedestrians and cyclists, reinforcing our commitment to sustainability and community well-being.
- We will design spaces that integrate the urban and natural environments, reinforcing the concept of City Nature by embracing Etuaptmunk, or Two-Eyed Seeing, the weaving together of both western and Indigenous ways of knowing.
- We will honour the District and the surrounding area’s rich cultural heritage by creating canvases for Indigenous Place-keeping, ceremony and storytelling, and additional opportunities for cultural expression for other diverse and equity-deserving groups, including African, Caribbean and Black communities.

As long-time community members, we understand that change takes time. We are proud of what we have accomplished together, but we know this vision is just the beginning of a long collaborative process. We look forward to working with our neighbours, interest groups, Indigenous Rights Holders, and the City of Toronto to realize our collective ambitions and the potential of these lands.



David Anselmi



James Cox

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Executive Summary: District at a Glance



~9,250 homes
including at least
10%
affordable units



+89,000 m²
of non-residential GFA



~1,500 m
Ancestor's Trail
connecting cultural program
areas, open spaces, and
place-keeping opportunities



~17,500 residents
with 65% within
500 metres of
higher order transit



~9,000 m²
of retail GFA, including
spaces for small businesses



~4.57 ha
of parks and
open spaces



Adaptive re-use of
**+64,000m² Depot
Building**



Providing
+2,475 jobs



1,300 trees
targeting a tree canopy of
30%



~600 m
off-street pedestrian
and cycling paths



1 school, 3 daycares
and a variety of other community facilities, including
930 m²
of agency space

This District Plan articulates a vision for a thriving, mixed-use, transit-oriented community.

Bounded by Sheppard Avenue, Carl Hall Road, and the Barrie GO Rail Corridor, Downsview West's 30.2 hectares (74.6 acres) are known for their connection to the broader area's rich aviation and military history. With the adjacent airport's closure, a unique development opportunity has emerged. Guided by the approved Downsview Secondary Plan and the Framework Plan vision, and already home to the Downsview Park TTC and GO Station, Downsview West is set to become a vibrant, mixed-use and transit-oriented community.

Since 2022, Canada Lands Company Limited (Canada Lands) has engaged with the City, Rights Holders, and the local community to develop and refine a vision for the District. The District Plan articulates this comprehensive vision, as well as the location of local streets, parks, and open spaces, and guides the scale and placement of buildings. Guided by this vision, Downsview West will emerge as a series of distinct neighborhoods with new homes, jobs, amenities, and services interconnected by a thoughtfully designed open space network, and anchored by the adaptive reuse of the iconic Depot Building.

The District embraces *Etuapmunk*—two-eyed seeing—blending Indigenous and Western knowledge systems, while reinforcing the Framework Plan's commitment to City Nature. This approach recognizes the interconnectivity of all beings and aims to rebalance a place where the Head is already well-represented by nurturing spaces that support the Spirit, Heart, and Body. Open spaces and the introduction of the Ancestor's Trail will express Indigenous Placekeeping and honor the land's cultural heritage.

Upon completion, Downsview West will create approximately 9,250 new homes. In conformity with the policies of the Downsview Secondary Plan, a minimum 10% affordable housing will be secured in Downsview West, which constitutes one of the largest yield of affordable units in the city. CLC is committed to seeking all available opportunities to achieve a target of 20% affordable housing in Downsview West.

The development will also include over 89,000 square metres of non-residential gross floor area, accommodating approximately 2,475 jobs and approximately 4.57 hectares of parks and open spaces. Increased connectivity will be achieved through a local road network, on- and off-street routes and approximately 600 metres of off-street pedestrian and cycling paths, primarily consisting of Nokwewashk Apikaade Miikana - the Bio Corridor along the District's east boundary.

Downsview West will emerge as a collection of neighbourhoods unlike any other: where nature, culture, and community thrive together.

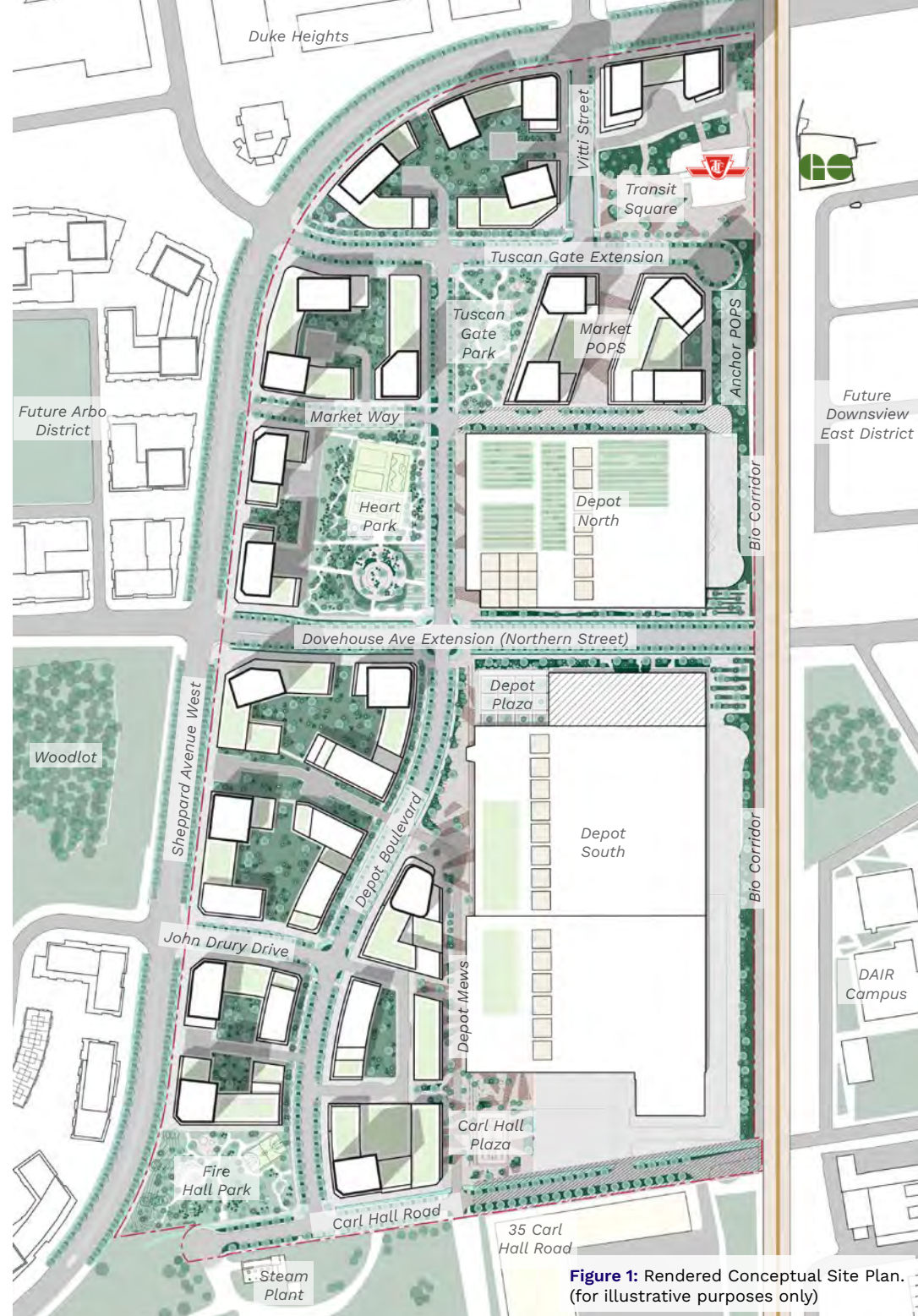


Figure 1: Rendered Conceptual Site Plan. (for illustrative purposes only)

1.0

Background

The District Plan for Downsview West was shaped by the area's layered histories and influenced by its unique characteristics and context. This chapter provides background information that informed the District Plan, including a description of its surrounding context, relevant policy, and the District's inherited built form assets and characteristics.



1.1 Introduction

Situated in the centre of a rapidly growing city and region, Downsview West is one of the first Districts to advance under the guidance of the updated Downsview Secondary Plan.

DISTRICT OVERVIEW

Downsview West District (the “District” or “Downsview West”) is owned by Parc Downsview Park Inc. and managed by Canada Lands Company Limited (“Canada Lands”). It is bounded by Sheppard Avenue West to the west and north, the Barrie GO rail corridor to the east, and Downsview Park to the south. To consider the impacts of development on the surrounding context comprehensively, the District Plan also includes updates to Carl Hall Road; including Carl Hall Road, the total District area is 30.2 hectares (74.6 acres).

The lands are located in what is today known as the North York area of Toronto, within the traditional territory of the Mississaugas of the Credit who signed Treaty 13 (1805). Located on a high point along the divide between the Don and Humber River watersheds, the broader Downsview area is believed to have been of significance to the First Nations.

Downsview West is more recently associated with the area’s rich aviation and military history, dating back to 1929 when it was developed by De Havilland Aircraft of Canada. In 1947, building on De Havilland’s presence, Canadian Forces Base Downsview opened. Though the base was decommissioned in 1996, the District retains signs of this legacy: the Depot Building at 40 Carl Hall Road dominates the landscape, while the base’s former Fire Hall at 10 Carl Hall Road is at the southern end. Across from the Fire Hall, the Steam Plant in Downsview Park is located just outside the District boundary.

UPDATED DOWNSVIEW SECONDARY PLAN

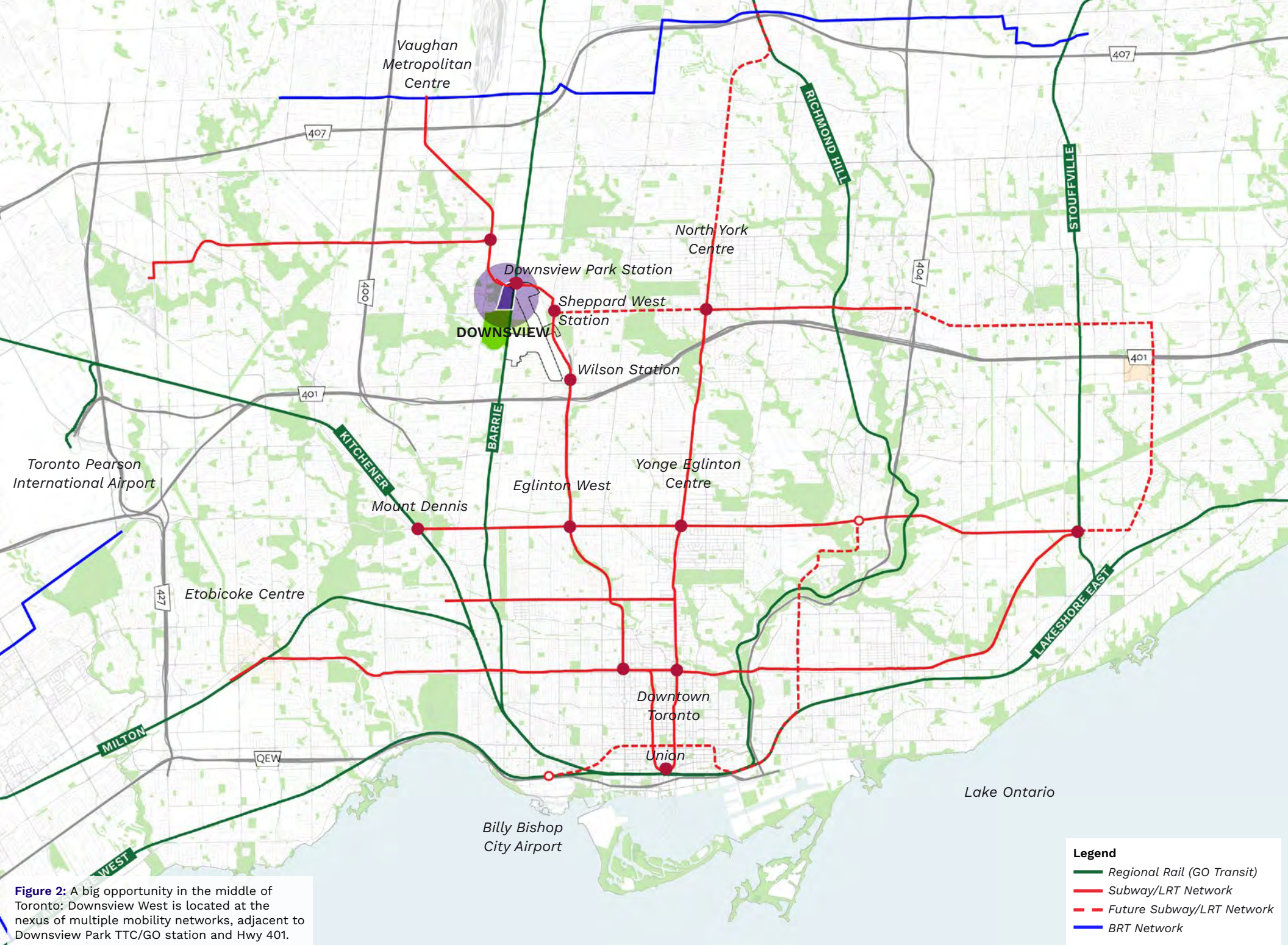
Downsview West is one of 15 districts identified in the recently updated Downsview Secondary Plan. In response to Bombardier’s departure and the decommissioning of the airport, the City of Toronto initiated the Update Downsview process to define the overall structure for the Downsview Lands. Recognizing the opportunities presented by the Secondary Plan Area’s location at the nexus of multiple mobility networks, a particular focus was establishing a framework supportive of equitable and resilient complete communities.

Based on Secondary Plan direction, Downsview West is set to become a mixed-use, transit-oriented neighbourhood. It features excellent connectivity options and is one of few Secondary Plan Districts with immediate access to higher-order transit: only a 15-minute TTC ride to Vaughan Metropolitan Centre and a 20-minute GO train ride to Union Station.

ABOUT THIS DOCUMENT

This document describes the overarching vision for Downsview West, the structuring elements that anchor the conceptual site plan, and the phasing and implementation strategy. It refines the Secondary Plan’s intentions for Downsview West, detailing local streets, parks, and open spaces, and provides guidance on the scale, orientation, and placement of buildings, and uses. In so doing, it provides the framework to support the District’s development into a vibrant, complete community.

The District Plan is the result of extensive public consultations with the surrounding community and interested parties, and meaningful dialogue with Rights Holders. Developed through collaboration, Downsview West will be a demonstration of responsible development.



Legend

- Regional Rail (GO Transit)
- Subway/LRT Network
- - - Future Subway/LRT Network
- BRT Network

Figure 2: A big opportunity in the middle of Toronto: Downsview West is located at the nexus of multiple mobility networks, adjacent to Downsview Park TTC/GO station and Hwy 401.

1.2 Surrounding Context

Downsview West will respond to its surroundings: the old and new; the built and grown; long-standing economic engines and developing residential communities.

North

Immediately north of the District, across Sheppard Avenue West, is the Duke Heights employment area, which extends north to Steeles Avenue, between Keele Street and Dufferin Street. It is one of the largest Business Improvement Areas in North America: containing over 2,500 businesses of various types — from manufacturing and office, to shops, services and eateries.

South

South of the District is the 118 hectare (291-acre) Downsview Park, including the Park Commons, an important regional destination and local amenity that combines active and passive recreational elements, as well as ecosystem services and stormwater management infrastructure. The park will be the future home of a City of Toronto Community Recreation Centre. South of Downsview Park is the recently completed Stanley Greene neighbourhood, and the Wilson Avenue commercial corridor.

East

East of the District is the GO Barrie Line Rail Corridor. On the other side of the Barrie GO Line, north of the Northern Crossing, is the future Downsview East District (also part of CLC's portfolio) and Runway North District: both part of the broader Downsview Secondary Plan area. Located south of the Northern Crossing is the Park Commons, which includes both recreational and institutional facilities, including Centennial College's Bombardier Centre for Aerospace and Aviation.

West

West of the District is the emerging Arbo District. Formerly the site of military housing, this mixed-use District will be delivered across two phases; the first phase is expected to deliver 1,700 units and 5,000 m² of non-residential development by 2030. The District will retain the heritage woodlot and bolster connectivity to Downsview Park with a bridge connection over Sheppard Avenue.

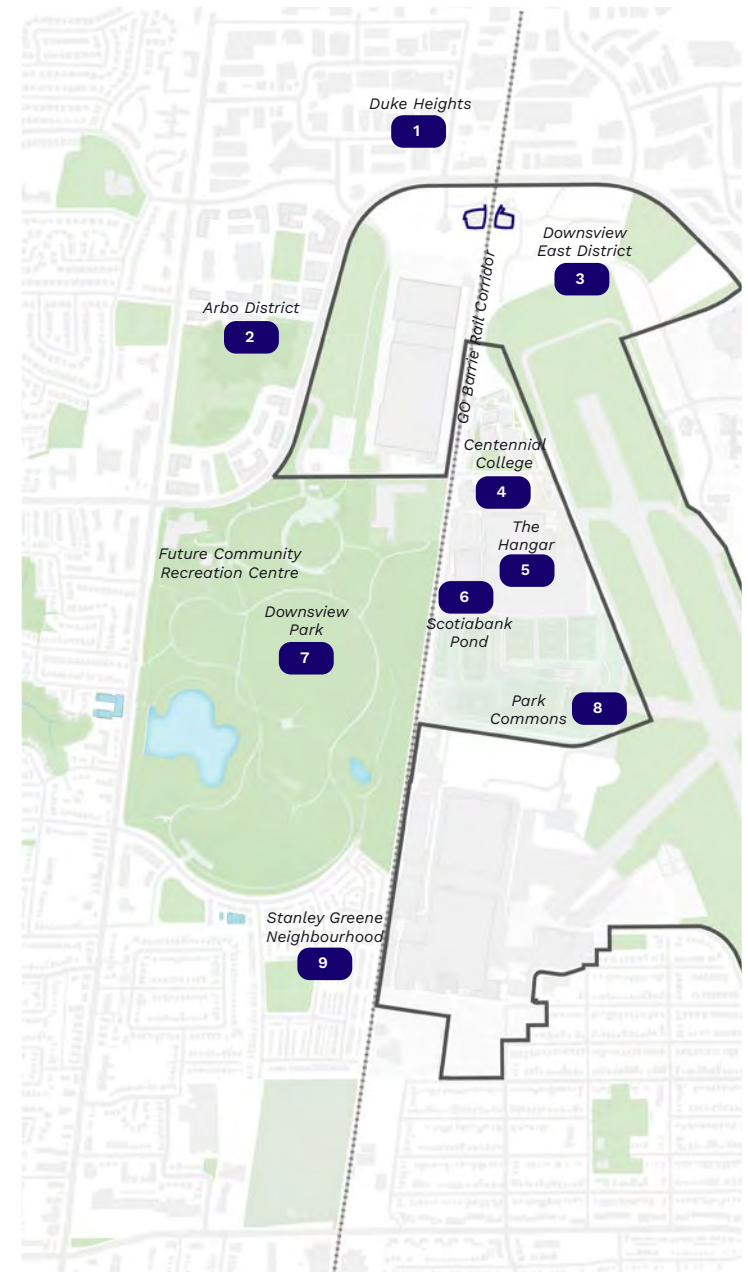


Figure 3: Downsview West and its Surroundings.



Figure 4: Duke Heights Employment Area.



Figure 5: Arbo District, woodlot, and bridge connection over Sheppard.



Figure 6: Conceptual massing of future Downsview East District.



Figure 7: Centennial College Centre for Aerospace Innovation.



Figure 8: The Hangar Sports Complex.



Figure 9: Scotiabank Pond Arena.



Figure 10: Downsview Park.



Figure 11: Park Commons at Downsview Park.



Figure 12: Stanley Greene Neighbourhood.

1.3 The District Throughout History

The Downsview Lands have a long and storied history.

1843

Settler, Bartholomew Bull, builds his farmhouse on these lands. The area is at one of the highest elevations in Toronto (the view led to the name 'Downs View'). Local forests are cleared for farmland, creating a precondition for Downsview to become an airbase.

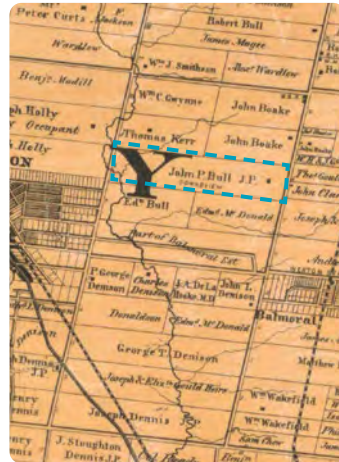


Figure 14: 1860 Tremaine Map.

1947

Due to its access to rail, road and air, the government announces that Downsview has been chosen by the Royal Canadian Air Force (RCAF) as the site of a new Air Materials Base: to store and distribute large quantities of material, and support military operations in Europe. The RCAF constructs a supply depot between 1953-1954 to serve reserve units in the region, which remains today at 40 Carl Hall Road. This was the start of CFB Downsview (later CFB Toronto).



Figure 16: Supply Depot in 1955.



Figure 13: Dish with One Spoon Wampum Belt. (c. 1142 and 1701)

11,000 YEARS AGO

The Toronto area is part of the traditional territories of the Michi Saagig Anishnabeg, and has been the historic homelands of the Haudenosaunee and the Wendat peoples for thousands of years.

1920-1930

De Havilland Aircraft Canada (DHC) purchases a portion of these lands and builds an airplane manufacturing facility facing Sheppard. To support the war efforts, DHC is nationalized in 1943. One of the original structures was Plant One, which today is Centennial College's Bombardier Centre for Aviation and Aerospace Research in the Park Commons.



Figure 15: Centennial College.

1960s

Fueled by population growth, the Downsview lands begin to see more rapid development and suburbanization.



Figure 17: Arbo and Downsview West Districts ca. 1969.

1996

Canadian Forces Base (CFB Toronto) formally closes, with operations transferred to Borden. The City of Toronto prepares its first Downsview Area Secondary Plan (DASP) in 1999, setting the stage for the transformation of the Base into several new neighbourhoods surrounded by a federally-managed park.

Like the rest of Southern Ontario, Downsview West has been home to Indigenous peoples since time immemorial. It is situated within the traditional territories of the Michi Saagig Anishnabeg and the historic homelands of the Haudenosaunee and the Wendat peoples.

Over the past 100 years, the Downsview Lands have been essential to supporting Canada's war-time efforts and been the home of aerospace innovation. Most recently, residential and mixed use development has taken place — in response to the decommissioning of the military operations, investments in transit, and the consequent changes to planning policy. Canada Lands has been an essential steward for these lands over these recent stages of development.

The District Plan has been developed with consideration of all aspects of Downsview West's rich history, aiming to honour and reflect the area's Indigenous heritage, its role in national defense and aerospace, and its evolving urban landscape.



Figure 18: Parc Downsview Park Signage.

2012

Parc Downsview Park officially opens in 2012. Since then, Canada Lands has remained dedicated stewards, committed to conserving the area's cultural heritage, and delivering value for the surrounding community.

2017

In 2017, Downsview Park TTC and GO station opens. Centennial College opens in January 2019.

2021

Canada Lands and Northcrest Developments submit a joint-application to amend the in-force "Downsview Area Secondary Plan (DASP)." The award-winning Framework Plan becomes a primary inspiration for the updated Downsview Secondary Plan — approved by Council in May 2024 — which describes a series of complete communities, guided by principles of equity and resilience.

1.4 The District Today

Downsview West inherits several existing buildings and is home to Downsview Park Station, which provide a rich blend of cultural heritage and modern connectivity.



Future Communities within Downsview Secondary Plan
Promising a diverse mixture of uses and a generous open space network, future connections and integration with these emerging communities is essential to supporting resident and workers' quality of life within Downsview West.

Downsview Park TTC and GO Station
With plans to implement a two-way, all-day service along the Barrie GO Line, Downsview West is positioned to become one of the most connected destinations in the region. These improvements intend to cut travel time to Union Station to less than 20 minutes.

The Supply Depot
Once serving as a one-storey military supply warehouse, it has seamlessly supported many different uses over the years.

1

2

3

Figure 19: Aerial Photograph of Downsview West and its Immediate Surroundings Today.



1 Fire Hall

The Fire Hall at 10 Carl Hall Road, currently vacant, is a one-storey building with two garage bays. The demolition of the Fire Hall is proposed as the building is in poor condition and does not merit retention, while also enabling a larger and more flexible public park area for future community use and recreation within the Downsview West District. Opportunities to document and commemorate the military base's Fire Hall within the future public park will be explored.

2 Steam Plant

Originally constructed in 1953 to heat the bustling operations of the former Downsview military base, the Steam Plant could heat over 2 million square feet, with steam distributed via an underground network of pipes. It developed so the base could operate off the local grid. While not located within the boundary of Downsview West, the future adaptive reuse of this building will be considered as a future opportunity to animate Downsview Park and the south end of the District.



3 35 Carl Hall Road

Built by de Havilland in 1952, and expanded on the Department of National Defense, the building at 35 Carl Hall Road served as an engine testing facility and contains distinctive exhaust vents at the south end of the building. In more recent years, as the area has evolved to support community, employment and recreation uses, the complex has experienced a transformation of its own. Outside the boundaries of the District, it is home to a diverse array of commercial and community activities, and may be an opportunity for further complementary adaptive reuse.

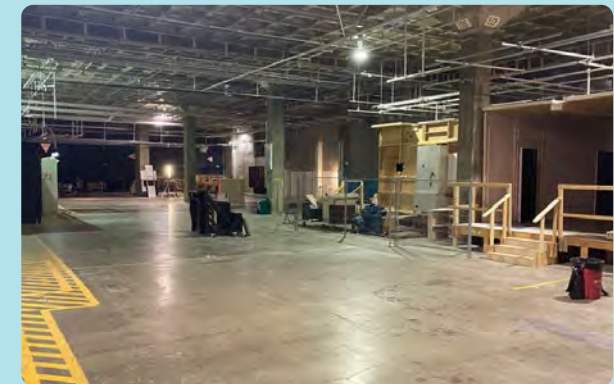
DEPOT BUILDING

With a footprint occupying nearly quarter of the District’s total area, the Depot Building is a central structure within the new District. Its ongoing evolution, including its current status as an anchor for community, reinforce Canada Lands’ commitment to stewardship.

The Depot features a waffle slab ceiling with a unique coded grid, reinforcing its industrial character. Its 19-foot-high ceilings and open floor plates make it suitable for a variety of uses.



Despite limited public interface, Canada Lands has successfully stewarded the building from its former military uses to contemporary employment and community uses. It is currently home to a range of interim uses, including the Merchant’s Market. The southern end of the Supply Depot houses large industrial spaces that have been successfully used as film studios.



The Depot features a covered rail siding along the west elevation, with a crane structure.

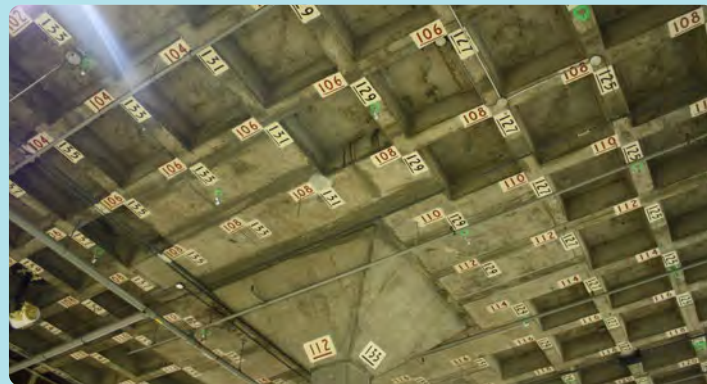


With a floor area of approximately 875,000 square feet, the Depot is massive. The building is largely a single repetitive structure divided into 14 sections by construction joints.

The Depot features a two-storey administration wing on the southeast corner, with a cafeteria in the basement.



The Depot was originally built to warehouse the full range of military supply needs — from socks to airplane parts. Its waffle slab-style ceiling allowed for larger clear spans between columns. Its numbered-grid-ceiling made it easier to locate military supplies.



The Depot Building is the largest single structure at Downsview, and was the largest of four supply depots for the Canadian Military. It will be a prominent landmark and a reminder of Downsview's legacy. But the Depot will evolve, along with the new communities that will surround it. Downsview West is the next chapter in the Depot's story. Throughout the District Plan, opportunities are shared that imagine how the Depot can contribute to the District. These should not be construed as proposed interventions, but opportunities for future exploration.

DOWNSVIEW PARK

Downsview Park is an escape into nature: a beloved destination and a cherished community amenity that offers a range of recreational, educational, and cultural programs.



Figure 20: Aerial of Downsview Park.



Figure 21: Aviation Park at the Downsview Playzone is a local favourite that recalls the area's aerospace legacy.



Figure 22: The Circuit Path is a multi-use trail winding through the park, ideal for walking, jogging, and cycling. It connects various park features and natural landscapes.



Figure 23: The Boake's Grove Woodlot is a significant natural amenity, helping to restore ecology the broader Downsview area.

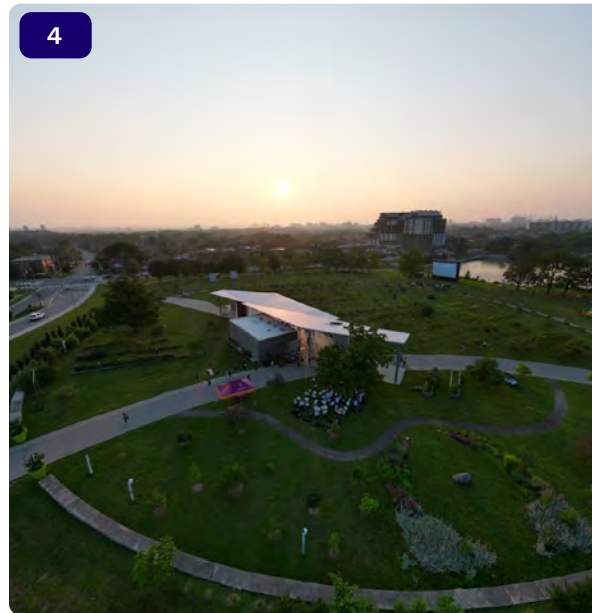


Figure 24: The Pavillion is a community gathering spot surrounded by a 400-fruit tree Orchard, offering shaded seating areas and a scenic venue for public events and activities.



Figure 25: The Mound at Downsview Park is the tallest landform in the area, and provides panoramic views of the evolving urban context.

PARK COMMONS

The Park Commons includes a range of sports, recreation and institutional uses that support the active park culture, and the Commons' role as a developing innovation centre.



Figure 26: Aerial of the Park Commons at Downsview Park.



Figure 27: Centennial College's Downsview Campus is home to the Aviation Technician program.



Figure 28: The Downsview Aerospace Innovation Hub will bring together hybrid-workplaces, permanent and temporary office and lab space, event venues, and classrooms.



Figure 29: The Hangar Sports and Events Centre and the Scotiabank Pond are recreational assets that currently offer neighbourhood residents with access to soccer, ball hockey, volleyball, and ice hockey facilities, among others.



1.5 The District Tomorrow

The recently updated Downsview Secondary Plan, and the Framework Plan that guided its vision, set the stage for the upcoming transformation of the District. This District Plan refines this award-winning vision, articulating details at the neighbourhood scale.

Beginning in 2020 Canada Lands, together with Northcrest Developments, prepared a vision for their combined 520 acres of land within the Downsview Secondary Plan Area. The vision was shaped by 18 months of engagement with community members, Indigenous Rights Holders, and interested parties from across the city. The Framework Plan and the associated Official Plan Amendment, prepared and submitted by Canada Lands and Northcrest, was a key input to the City of Toronto-led Update Downsview process.

The updated Downsview Secondary Plan envisions the creation of mixed use, complete communities. The two overarching goals of the Secondary Plan are climate resilience and environmental sustainability; and achieving equitable outcomes for Indigenous, Black and equity-deserving groups. Within the Secondary Plan, Downsview West is described as a transit district that will generally include “a greater concentration of commercial, office, cultural, entertainment and institutional uses and support more significant clusters of the tallest buildings.”

This District Plan refines the principles set out in the Framework Plan and the Secondary Plan, articulating neighbourhood level details that are consistent with these established visions.

IMPLEMENTING THE AWARD-WINNING VISION

The Framework Plan, prepared by Canada Lands in partnership with Northcrest Development, re-imagines Downsview as an urban mosaic that embraces diversity and innovation, and as a place where people and nature thrive together. This vision sets the stage for Downsview West’s next act: as a vibrant, complete and transit-oriented community.

An Urban Mosaic. An Evolving Ecosystem.

Together we are creating an urban mosaic: a reflection of Toronto’s distinctive diversity. We imagine a place to play and gather — a place to explore, work, and innovate. It will be an ecosystem where people and nature thrive and evolve together.





The Framework Plan articulated 10 objectives to be achieved through the incremental redevelopment of Downsview, eight of which are applicable to Downsview West. The structure, land use, and program described in this District Plan contribute to the realization of these objectives.



40 hectares (100 acres) of new parks and open spaces linked to the cherished Downsview Park and the Arbo woodlot.



A **variety of ways to get around, including a network of complete streets, new rail crossings, and a system of greenways** for walking and cycling that stitch the site back into the surrounding street and park networks of north-west Toronto.



Homes across the affordability spectrum, **accommodating approximately 85,000 new residents**, and delivering on the city's needs and Council's vision for transit-oriented, complete communities.



1.1 million square metres of employment space (more than four times what is on the site today), **supporting over 41,500 new jobs** in dynamic and diverse industries.



A **range of community facilities and services** — including a new community centre at Keele and Sheppard — to support communities throughout the area as they grow and to serve both local and neighbouring community members.



Enhanced **visibility of Indigenous Peoples, history, and living culture** and a focus on Indigenous placekeeping, planned in collaboration with Indigenous Peoples and Rights Holders.



Re-purposed heritage buildings that recognize the site's legacy of innovation and provide space to nurture new talent, celebrate local arts and culture, and spark great ideas.



A new model for **comfortable density with buildings that are vibrant, sustainable, and human-scaled**: new residents will be primarily housed in mid-rise buildings; taller development will be located at transit stations and key intersections; and appropriate transitions will be made to existing neighbourhoods.

2.0

Engagement to Date

This District Plan was developed through engagement with the surrounding communities including local residents and organizations, African, Caribbean, Black (ACB) communities, youth, as well as continued dialogue with First Nations Rights Holders and urban Indigenous peoples.



2.1 Engagement To Date

Engagement for the District Plan involved local communities, including residents and interested parties, African, Caribbean, Black (ACB) communities and local youth, and continued dialogue with Indigenous communities. Activities included pre-consultation conversations, open houses, public meetings, pop-ups, focused conversations, meetings with Rights Holders and Indigenous Community Sharing Meetings. For more information, see the Public Consultation Strategy Report.

Meeting with Huron-Wendat Nation
September 27, 2022

Six Nations Land and Resources Meeting
November 17, 2022

Community Meeting One
December 13, 2022

Pre-Consultation Conversations (with local organizations)
December 2022 - Jan 2023

Meeting with MCFN
February 6, 2023

Pop-Ups in Downsview Park & at “Play on the Runway”
July 2023

Meeting with MCFN
November 14, 2022

General Community Open House
December 7 & 11, 2022

Indigenous Community Sharing
December 14, 2022

Online Feedback Form
December 2022 - January 2023

Meeting with ACB
February 6, 2023

Meeting with Huron-Wendat Nation
June 13, 2023

ROUND 1 ENGAGEMENT

The first round of engagement for Downsview West took place between October and December 2022. This round involved discussions with Rights Holders, the local community — including representatives of the ACB communities, and urban Indigenous populations. This round of engagement focused on how Downsview West might implement the Framework Plan’s vision, and identified opportunities to refine the vision at the scale of the District.

ROUND 2 ENGAGEMENT

The second round of engagement took place between June 2023 and January 2024, and engaged similar community representatives and Right Holders, however it also included a focused Youth engagement program. The purpose of this round of engagement was to share and receive feedback on the emerging Downsview West concepts.

POST SUBMISSION ENGAGEMENT

The third round of engagement for Downsview West took place after the application submission and involved community representatives, Right Holders, and members of the local community. The purpose of this round of engagement was to gather feedback on the proposed District application. The City held a Community Open House in June 2025; however, the event was cut short due to extreme heat. As a result, a follow-up Community Open House was scheduled for March 2026 to provide a more comprehensive engagement session. Additional engagement activities included meetings with the Downsview Indigenous Community Knowledge Circle and the Downsview Community Resource Group.

ENGAGEMENT SNAPSHOT



+ 50,000
notices
mailed to
local residents



+ 300
unique participants
engaged through
various channels



+ 100
people participated
in Community
Meetings



+ 70
people visited
community
Pop-Ups



+120
people participated
in Open House
Sessions

Youth & Youth-Led Engagement
July - September 2023

Meeting with MCFN
December 18, 2023

Community Meeting Two
January 23, 2024

MCFN Caring Together Event
September 18, 2024

Downsview Community Resource Group
February 19, 2026

Community Open House
March 3, 2026

Huron-Clinton
2023

Meeting with Six Nations
December 13, 2023

Community Open House
January 18 & 21, 2024

Indigenous Community Sharing
January 24, 2024

Community Open House
June 24, 2025

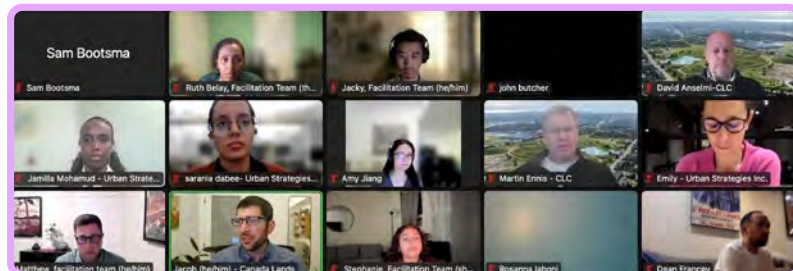
Downsview Indigenous Community Knowledge Circle
February 24, 2026



Community Open House Two



Play on the Runway Pop-Up



Virtual Community Meeting



Post Submission Open House Session

2.2 What We Heard

Participants expressed support and excitement for the future of Downsview West, and a keen interest in their ongoing involvement through future information sharing and engagement opportunities. Key priorities, which guided and shaped the District Plan, are summarized below.

DELIVER AFFORDABLE HOMES



Participants strongly emphasized the importance of exceeding the minimum affordable housing requirements, and suggested a broad range of housing types and units be provided: to cater to individuals at various stages of life, and support the development of an inclusive community.

CREATE GENEROUS OPEN SPACES



Participants indicated that Downsview's biggest assets are its green spaces. They encouraged increased access to parks and open spaces, open space connectivity, and access to nature — supporting the concept of City Nature. They emphasized the importance of welcoming spaces and flexible designs that can accommodate arts, culture and recreational programming. Participants acknowledged the District as an opportunity to deliver spaces missing from the community.

FOCUS DENSITY NEAR TRANSIT



Participants advocated for transit-supportive and mixed-use development near transit, supporting the tallest buildings near transit hubs. They acknowledged that higher density and mixed-use developments must thoughtfully integrate into and contribute to established communities, and requested clarity on how traffic, parking and school capacity would be addressed.

ENHANCE CONNECTIVITY



Participants emphasized pedestrian and cyclist safety, supporting bike lanes and pedestrian-friendly spaces, and commented on the need for safe rail crossings. They emphasized the need for improved connections to TTC and GO transit, as well as to surrounding neighborhoods and Downsview Park.



EXPLORE ADAPTIVE REUSE

Participants emphasized the significance of the Depot and highlighted various opportunities for its adaptive reuse that would benefit current and future residents. Some viewed it as a chance to address housing needs in large-footprint areas, while others stressed the importance of retaining community resources, like the Merchants' Market.



SUPPORT COMMUNITY COHESION

Participants advocated for spaces that support learning, and social interactions, alongside outdoor areas for ceremony and gathering. They emphasized the value of community cohesion, suggesting the creation of accessible year-round community services, facilities, and agencies. Participants advocated for continued engagement with the public and targeted conversations with Indigenous peoples, ACB communities, and youth.



EXPRESS INDIGENOUS CULTURE

Participants expressed support for incorporating places that express Indigenous culture, including areas for ceremony and ceremonial fire, public art installations, and environments that foster language development. They noted the presence of several Indigenous organizations within the area, and the need to ensure accessibility and ongoing support for Indigenous peoples.



PROMOTE AFFORDABLE RETAIL

Participants recommended the inclusion of reasonably priced retail and commercial opportunities. They acknowledged the important role of the Merchants' Market in terms of delivering affordable food options.

3.0

The District Plan

This chapter describes the key principles that have informed the District Plan and shaped Downsview West's organizing structure.



3.1 Embracing Etuaptmumk, or “Two-Eyed Seeing”

The District Plan embraces what Mi'kmaq Elders, Dr. Albert Marshal and Dr. Murdena Marshal, define as Etuaptmumk – or “two-eyed seeing”: weaving together both Indigenous and western ways of knowing to build on the Framework Plan’s commitment to City Nature.

WELCOMING NATURE INTO OUR COMMUNITIES

The Framework Plan articulated the potential of City Nature (the integration of nature into our communities and neighbourhoods) to address a variety of contemporary challenges.

At Downsview West, City Nature is woven into the fabric of every design decision. Neighbourhood components — parks, open spaces, streets, and buildings — are viewed not only in terms of their contribution to a human settlement, but their linkages and dependencies within a thriving ecological community.

Delivering an interconnected open space system is essential to implementing City Nature, and the District has been designed to integrate with the existing openspace network: connecting to natural heritage features in the surrounding community, including the meadows and wetlands of the adjacent Downsview Park and the Arbo Woodlot. The generosity of these features extends into the District: Downsview West includes thoughtfully designed and oriented open spaces which support stormwater management and recreation; dedicated spaces where bio-diverse habitat can thrive; and parks that can foster interaction with nature.



Figure 30: Sankt Kjelds Plads designed by SLA Architects in Copenhagen.

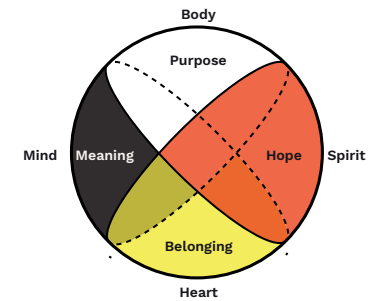
SLA is an award-winning, nature-based design studio that brings together landscape architects with biologists, anthropologists and city planners. The originators of the City Nature concept, they know that the places that embrace nature are more sustainable, resilient, healthy, and beautiful. As landscape architects and designers, **SLA** have guided the evolution of the District Plan to help create a place where all life can thrive.



EMBRACING ALL ELEMENTS, CENTERING SPIRIT



Figure 31: Manidoo Ogitigan designed by Trophic Design in Kingston, Ontario.



The Medicine Wheel is a sacred symbol and cultural framework that holds many Indigenous teachings. It conveys the principle of balance that guides the District’s design and structure.

Downsview West’s recent uses are industrial and military-related. These uses evoke legacies of innovation, and heavy representation of the Mind.

To Rebalance the District, a focus of the land use and design strategy is creating concentrated areas of cultural representation. A focus of the open space strategy will be to nurture spaces for the Spirit, the Heart, and the Body. An emphasis of the mobility strategy is the prioritization of modes that co-exist with nature. In this way, Indigenous ways of knowing are compatible with and expand upon the commitment to City Nature.

The emerging concept weaves Indigenous ways of knowing into the structure and design of the Plan: surfacing cultural teachings and revealing spiritual connections to the lands. As a result, Downsview West will stand as a lasting symbol of reconciliation.

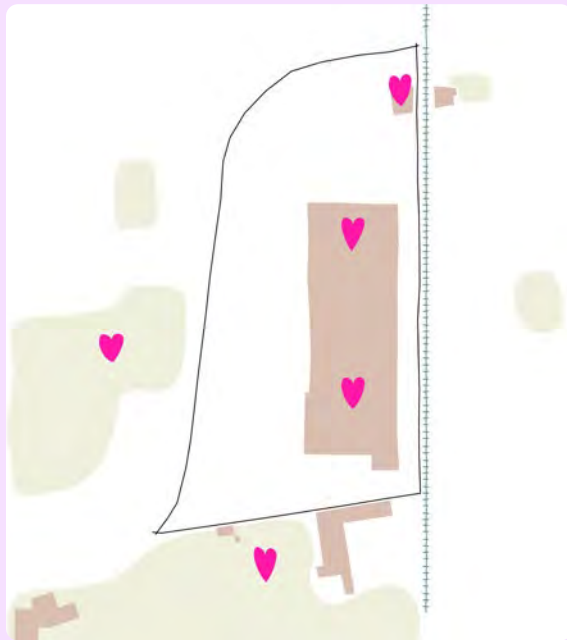


Trophic Design is a Certified Aboriginal Business that centres Spirit in their work: acknowledging the interconnectivity between all things — human beings and nature; past, present, and future; places of gathering, ceremony, and celebration. **Trophic Design** carry lived experience and traditional knowledge, and engage closely with Rights Holders. As cultural advisors and Indigenous architects, they have shaped Downsview West’s vision, ambitions, structure and program.

3.2 Structuring the District

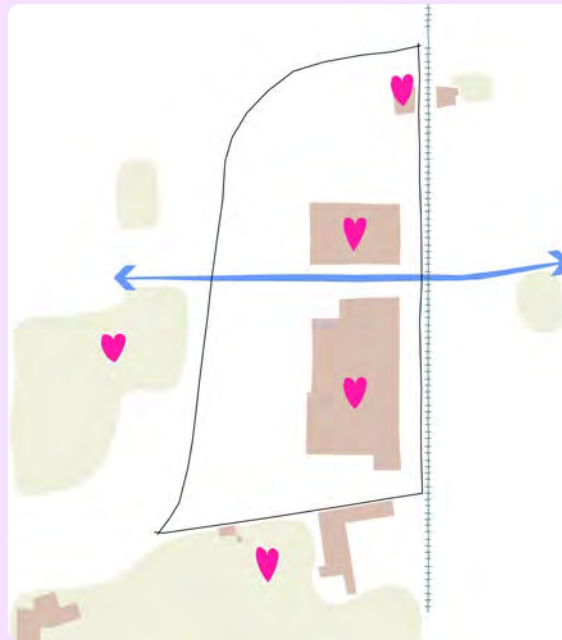
The District's structure is informed by existing District attributes and the surrounding context. These provide the framework that lend future neighbourhoods their unique character.

Responding to Existing Assets and Opportunities



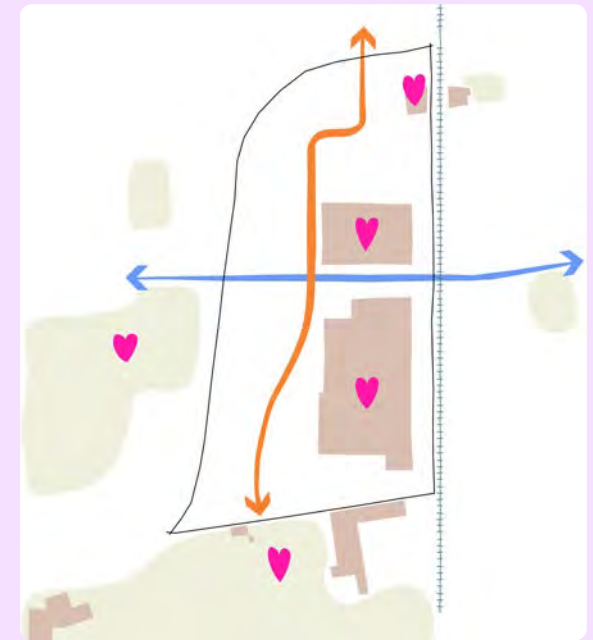
Downsview West is far from a blank slate. The transit station, Downsview Park, Arbo Woodlot, and existing buildings all shape the place and contribute to its character.

Restoring East-West Connectivity



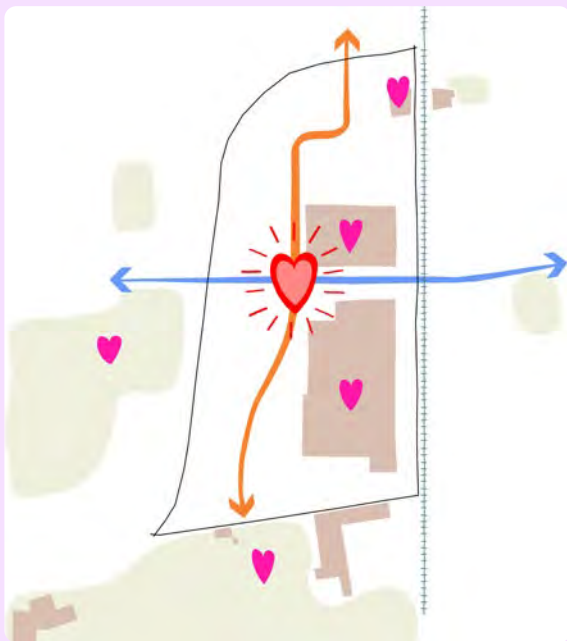
The Secondary Plan and EA have identified a new east-west connection through the Depot Building. This critical linkage will expose (or “daylight”) the remarkable structure, making it more accessible to the general public and an anchor for the District.

Weaving a North-South Boulevard



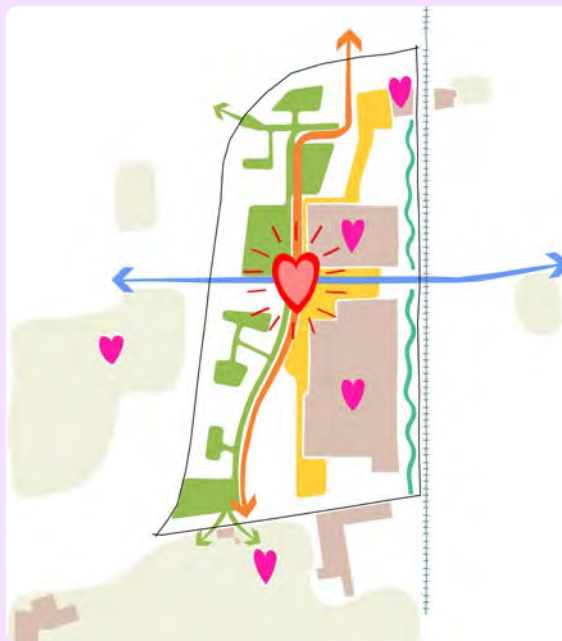
A new north-south connection links Downsview Park Station to Carl Hall Road. Breaking from the orthogonal grid, the weaving curve of Depot Boulevard rebalances the experience of the linear Depot Building, adding a sense of discovery along this natural desire line between the station and Downsview Park.

Holding a Heart For Community



The crossroads of the main east-west and north-south axis at the Depot Building will be the natural heart of Downsview West: a focus for civic and community life; a home for culture, nature, and connection.

Integrating Fine-Grained Open Spaces



Finer-grain open spaces create opportunities for exploration. They offer mobility connections north-south and east-west, creating a rich off-street network for pedestrians and cyclists, benefiting and linking communities within and outside the District. Private green spaces internal to blocks provide amenity to residents and increase the tree canopy.

Defining Unique and Mixed-Use Neighbourhood Areas



At approximately 30 hectares, the District's character varies throughout. Inherited fabric and introduced design elements come together in unique ways throughout the District to create neighbourhoods with multiple uses and experiences.

3.3 District Plan Overview

Downsview West will emerge as a collection of neighbourhoods unlike any other, where nature, culture, and community thrive together.

The District Plan will transform Downsview West’s 30 hectares into an urban mosaic: a collection of unique neighbourhoods, with diverse housing options — **including at least 10% affordable homes** — integrated into a complete community with both jobs and amenities.

The District’s mixed-use vibrancy will be anchored by the **adaptive reuse of the iconic Depot Building**, a defining presence in the District. In response to the Depot’s scale, all structuring features are designed to emphasize the human experience.

Streets follow pedestrian desire lines, creating a **curvilinear grid that balances the rigidity of the Depot** and sparks variation along its otherwise monolithic facade.

With the introduction of the **Ancestor’s Trail** along the Depot’s frontages, the former supply warehouse, public streets, and parks may become a **canvas for cultural expression and Indigenous Placekeeping**, connecting residents and visitors to the District’s diverse histories.

Downsview West’s open spaces are woven into an integrated network. This network connects and draws its nature-rich character from Downsview Park and the Arbo Woodlot. The network offers healthy and sustainable travel alternatives, supports sustainable stormwater management, contributes to biodiversity, and has also been designed as a collection of experiences: places to be immersed in **nature, culture, and community**.

Built form and density are gently shaped — responding to adjacencies and public realm objectives. The tallest buildings are located near transit, with other parts of the District having a lower scale. The articulation of taller and shorter elements is deliberate — aligning with **thermal comfort and public realm vibrancy** objectives.

Downsview West will emerge as a collection of neighbourhoods unlike any other. It will serve as a **model for harmonious and sustainable urban development** that emphasizes the well-being of all living things.



Figure 32: Rendered Conceptual Site Plan. (for illustrative purposes only)



District at a Glance



~9,250 homes
including at least
10%
affordable units



~17,500 residents
with 65% within 500 metres
of higher order transit



+89,000 m²
of non-residential GFA



providing
+2,475 jobs

District at a Glance



~4.57 ha
of parks and
open spaces



1,300 trees
targeting a tree canopy of
30%





District at a Glance



~600 m
off-street pedestrian and
cycling paths



targeting
**Toronto Green Standard
Tier 3 Version 4**

District at a Glance



~1,500 m
Ancestor's Trail
connecting cultural program
areas, open spaces, and
place-keeping opportunities



adaptive re-use of over
64,000 m²
in the Depot Building





District at a Glance



~9,000 m²

of retail GFA, including spaces for small businesses



1 school, 3 daycares
and a variety of CSF, including

930 m²

of agency space

4.0

Parks and Open Spaces

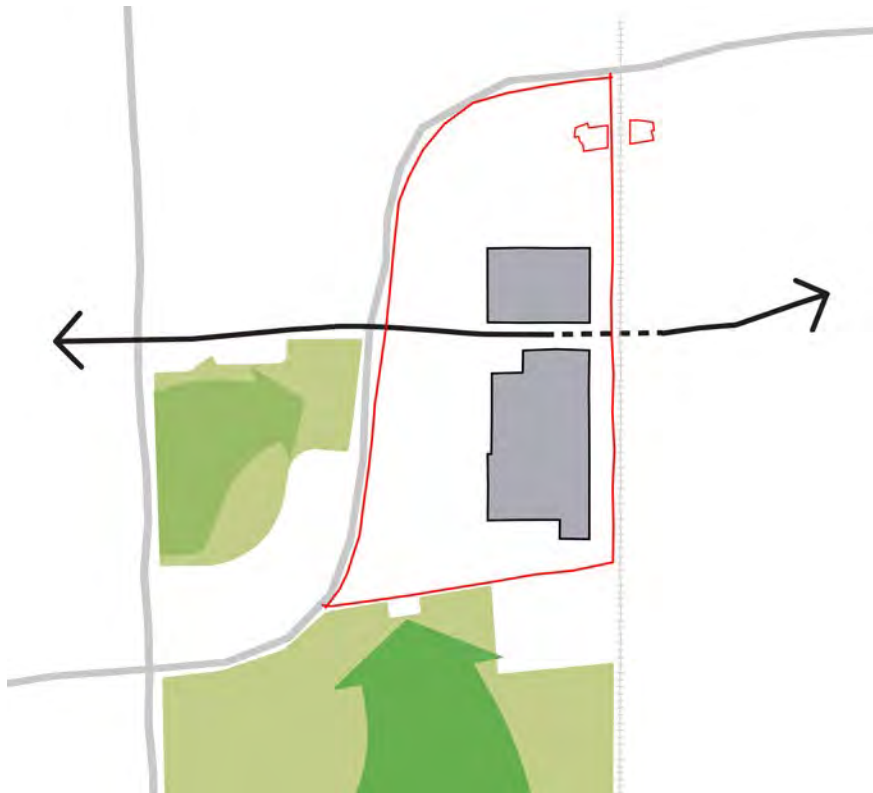
This chapter describes the District’s open space strategy. It begins with a description of how parks and open spaces have been intentionally distributed to address multiple priorities, then describes the generalized role of each space within the network.



4.1 An Intentionally Distributed Open Space Network

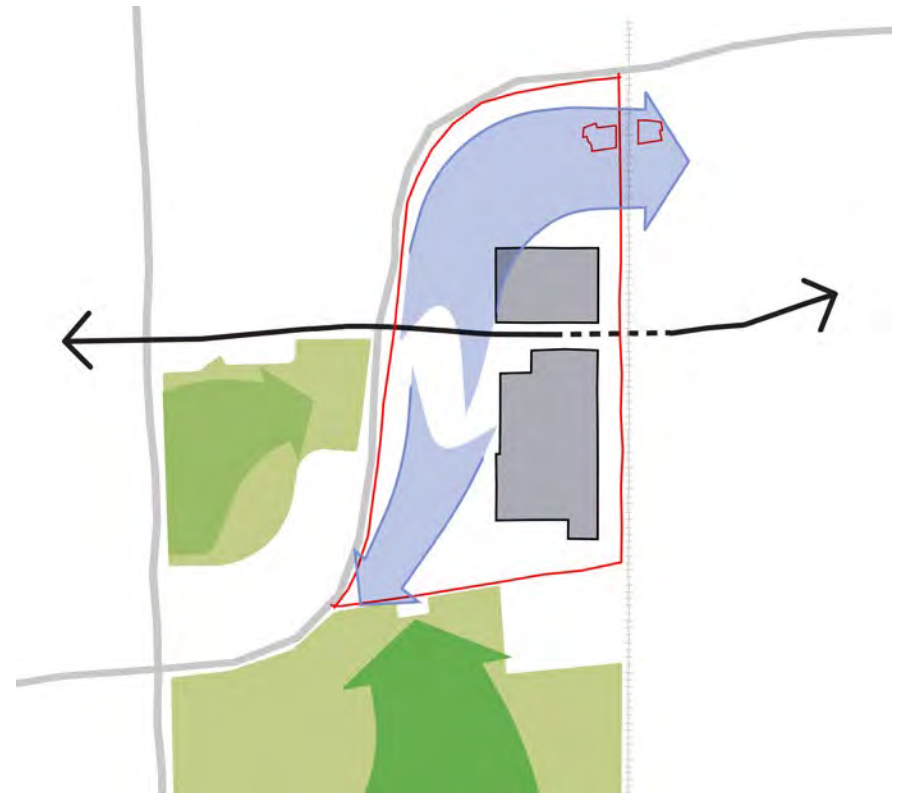
The deliberate deployment of parks and open spaces across Downsview West ensures equitable access, addresses stormwater management requirements, and advances City Nature.

Responding to Existing Open Space Assets



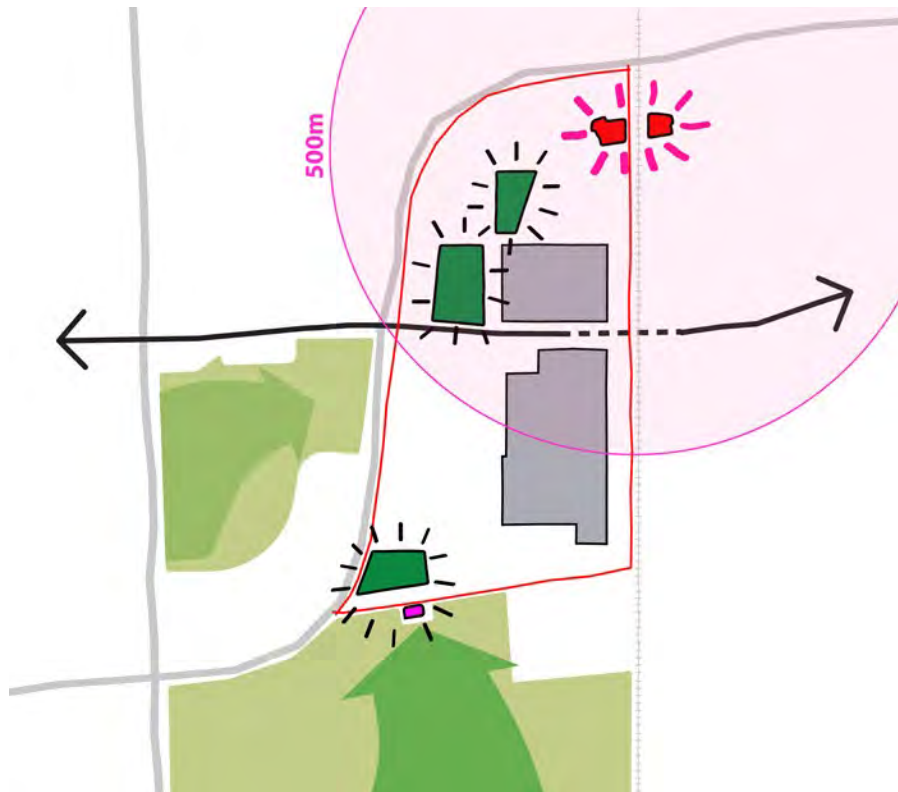
With Downsview Park and the Arbo Woodlot next door, the District's southern half features immediate access to significant open spaces. The northern portions of the District are further from existing open space assets.

Addressing Two Stormwater Catchment Areas



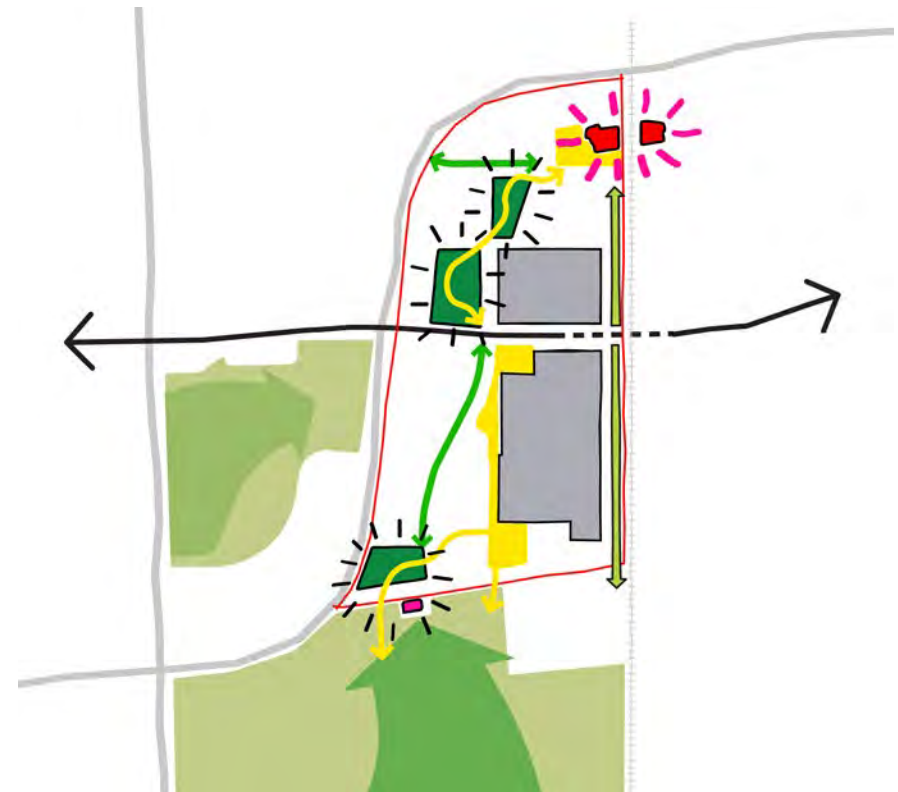
All lands in Downsview West manage stormwater. To implement this decentralized system, the distribution of open spaces responds to the District's two catchment areas: north and south of Dovehouse Avenue Extension.

Positioning Parks for Maximum Benefit



A major park is located north of Dovehouse Avenue Extension to offer residents access to significant open space and address stormwater management requirements. Additional park space in the north creates a green connection to the TTC station that follows a natural desire line. A local park in the south offers a more intimate recreation space and programming compared to the adjacent festival terrace at Downsview Park.

Integrating Open Spaces into an Integrated Network



Greenways connect discrete open space elements into a network. The result is an integrated open space system that supports City Nature and active mobility.

4.2 Open Space Overview

The District Plan will create ~4 ha of new parks and open space. Each is designed and programmed to support City Nature and offer Indigenous Placekeeping opportunities.

Downsview West's structure is anchored by 4.57-hectares (11.29 acres) of parks and open spaces. The network includes:

- 1.0 hectares (2.49 acres) of Major Park
- 1.07 hectares (2.6 acres) of Local Parks
- 2.33 hectares (5.9 acres) of publicly accessible open spaces
- 270 metres of Greenways

The character and quality of all open spaces will be consistent across the network, to ensure future residents, workers, and visitors experience the District's public realm as a cohesive whole. Still, the design and program of each open space will be unique, curated to address the diverse open space needs of a growing neighbourhood, and respond to the principles of City Nature and Rebalancing the District.

This holistic approach ensures that open spaces at Downsview West meet practical needs, nurture community well-being and vitality, and support biodiversity and habitat health.

The descriptions and visual representations of public parks in the following pages reflect CLC's vision at a conceptual level. The detailed design and programming in each public park will be determined through the District Parks Plan, in partnership with the City of Toronto.



Figure 33: Landscape Plan.
(for illustrative purposes only)



CENTERING THE SPIRIT IN OPEN SPACE PROGRAM AND DESIGN

To Rebalance the District, and as part of a broader commitment to taking meaningful steps towards reconciliation, Downsview West will have an open space and a public realm network that surfaces Indigenous histories of place, celebrates the presence of Indigenous culture, restores the landscape and ecology, and grows more resilient communities for the future. The design and program of each open space within the network will be guided by values that centre Indigenous knowledge and ways of knowing.



Figure 34: Manidoo Ogigigaan.



Honour 'All Our Relations' in Nature

Nurture connections and a sense of belonging and reciprocity with our surroundings by incorporating nature-rich landscapes that reflect local ecosystems. Embed gathering places, spaces for cultural practice and ceremony, and generous pathways throughout.



Respect and Embrace Water

Incorporate bioswales and low impact development approaches that mimic natural hydrology. These green infrastructure features also support biodiversity and habitat health, foster a deeper appreciation for water as a resource, and create space for water-based educational and cultural programming.



Figure 35: Bottiere Chenaie Eco District, France.



Figure 36: Council Fire Powwow at Nathan Philips Square.



Welcome Community Gathering and Ceremony

Create flexible, multi-use spaces that can accommodate various community events and ceremonies, with elements like circular gathering areas, fire pits, and shading structures. By providing spaces that support gathering and ceremony, cultural revitalization and continuity are promoted, and community bonds are strengthened.



Foster Connection Through Storytelling and Performance

Offer seated gathering spaces, designated storytelling circles, and other public spaces that facilitate authentic cultural exchange, the sharing of oral traditions, and the strengthening of community ties. Celebrate Indigenous heritage in design through close collaboration with Indigenous practitioners and communities.



Figure 37: Elder Garry Sault with Youth.



Figure 38: University of Toronto Scarborough Campus Farm.



Invite Land-Based Play and Learning

Incorporate natural play elements (logs, stones, water features) that encourage exploration of, interaction with, and a holistic understanding of the natural environment. Offer space for traditional games; planting areas for community gardens; and educational programs that encourage learning about local flora, fauna and Indigenous cultural practices. Engage Indigenous educators in the design and programming of these spaces.



Secure Space for Healthy Living

Incorporate multi-functional areas for a range of physical activities, such as traditional exercise routines, walking and running trails, open fields for team sports, and spaces for yoga and meditation. By centering Indigenous ways of knowing and being, these spaces can nurture a strong connection with the land.



Figure 39: York University Farm.

4.2.1 HEART PARK



1.0 HA (2.47 AC)

This park is located at the heart of the community, where the crossroads meet. In Anishnaabemowin, this location would be known as Ode Okogediwinan: “Gathering Place of the Heart.” A balance of recreation amenities, community gathering spaces, and planted areas, can foster a sense of belonging for human and non-humans beings.

Heart Park is a 1.0-hectare (2.47-acre) Major Park located at the intersection of Depot Boulevard and Dovehouse Avenue Extension - the heart of the District.

The park’s central location will position it a gathering place for the whole community. It’s large size enables it to accommodate a broad range of programming and facilities to support active and passive recreation and ceremony.

Located at the crest of one of the District’s catchment areas, Heart Park will play a stormwater management function, with portions of the park area designed to temporarily flood during major storm events.



Figure 40: Flexible mixed-use fields can support community and cultural gathering.

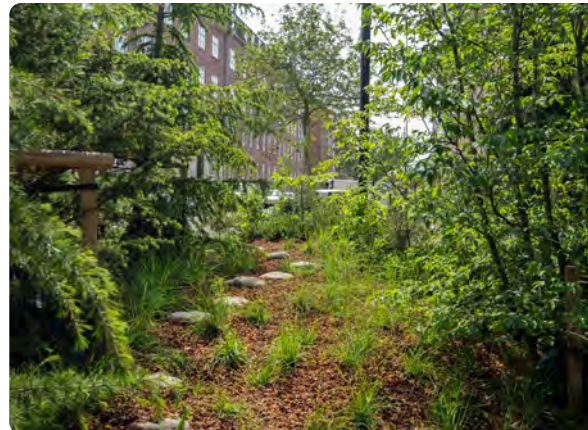


Figure 41: Rich planting areas can be an into nature, and create a buffer between park users and development.

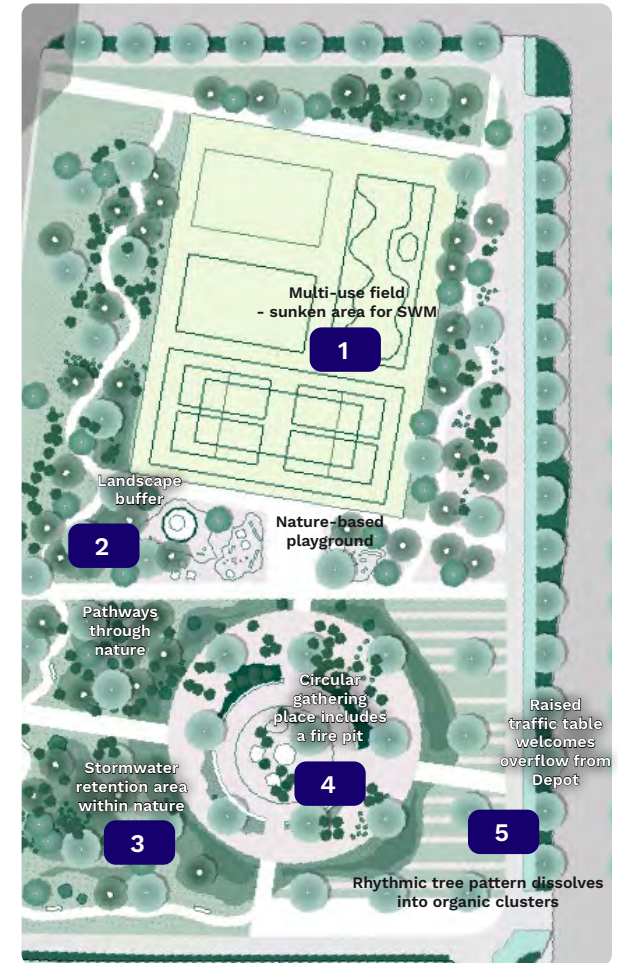
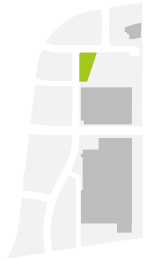


Figure 42: Conceptual plan for Heart Park (for demonstration purposes only)

Conceptual rendering of Heart Park, also known as Ode Okogediwinan, or “Gathering Place of the Heart.”



4.2.2 TUSCAN GATE PARK



0.41 HA (1.00 AC)

Tuscan Gate Park will be known as Noopiming Okogediwin, or “The Gathering Place in the Woods.” As a local park, it will support daily, informal use, such as children’s play, dog-walking, and casual gathering. Active uses along the park’s east edge will contribute to its animation.

Tuscan Gate Park is a 0.41-hectare (1.00-acre) park located in the north end of the District, near Downsview Park TTC station. At this location, where the tallest buildings in the District are planned, the park will create a sense of openness.

The wedge shape of the Tuscan Gate Park establishes a strong visual and physical connection between the transit station and Heart Park, allowing residents and visitors to Downsview West to pass between these destinations along a natural desire line.

Tuscan Gate Park will also play an important stormwater management function, with portions of the park area to be designed to retain stormwater during major storm events.



Figure 48: Gronningen Park, a nature-based park where rain is not seen as a threat but as a natural resource to be celebrated.

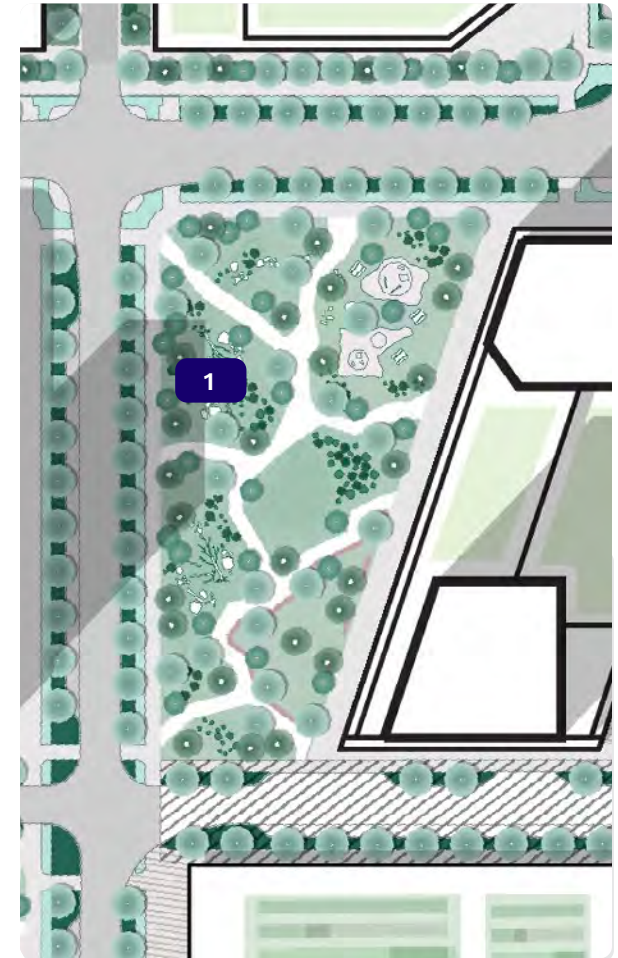
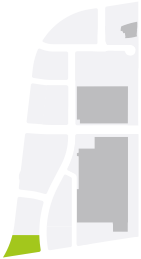


Figure 49: Conceptual plan for Tuscan Gate Park (for demonstration purposes only)

Conceptual rendering of Tuscan Gate Park, also known as *Noopiming Okogediwin*, or “The Gathering Place in the Woods.”



4.2.3 FIRE HALL PARK



0.66 HA (1.63 AC)

Fire Hall Park, or Shkode Gamid Okogediwin, is named in commemoration of the Fire Hall built in the 1950s to support operations at the military base. The park's location at the south end of the District creates an opportunity to extend the natural character of Downsview Park into the District.

Fire Hall Park is 0.66 hectares (1.63 acres) of open space located at the southern boundary of the District, opposite the Steam Plant situated within Downsview Park. Fire Hall Park draws Downsview Park into the District while offering varied play and recreation opportunities.

Located near the outlet of one of the District's stormwater catchment areas, Fire Hall Park will play an important stormwater management function, with a portion of its area designed to retain stormwater during major storm events.



Figure 50: Conceptual Plan for Fire Hall Park (for demonstration purposes only).



Figure 51: Nature-based playgrounds are places of fun and learning that bring families closer to nature's body.

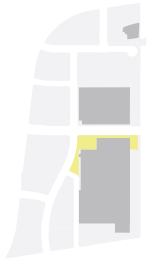


Figure 52: Weaving nature into the park will engage people of all ages.

Conceptual rendering of Fire Hall Park, also known as Shkode Gamid Okogediwin.



4.2.4 DEPOT PLAZA



0.69 HA (1.72 AC)

Depot Plaza sits kitty-corner to Heart Park. Its design balances both its military and industrial heritage with the ambition of a more sustainable and resilient future, guided by the a commitment to balance and City Nature.

The 0.69-hectare (1.72-acre) Depot Plaza extends across the northern frontage of the South Depot building, wrapping around the corner to the top of Depot Mews. Here, the removal of a portion of the Depot Building (see Section 5.3) creates an opportunity for an iconic melange of the old and new.

The design will be influenced by the Depot, and is intended to reflect and draw attention to its character and features. The potential introduction of columnar features recall the Depot's internal structure, but are softened by rhythmic trees. The materiality and surface treatment will reference the Depot's industrial character, but also express the influence of the Ancestor's Trail (see Section 5.1).

Steps, ramps, and other landscaped levels will navigate the transition from grade to the floor level of the Depot. Accessibility to the Depot is provided by a ramp along the northern edge. Retail animates the southern edge, inviting visitors into the Depot.

Depot Plaza extends south to the head of Depot Mews (see Section 6.2.3). Here, the Depot's walls and former crane could be opportunities for public art and Indigenous storytelling.

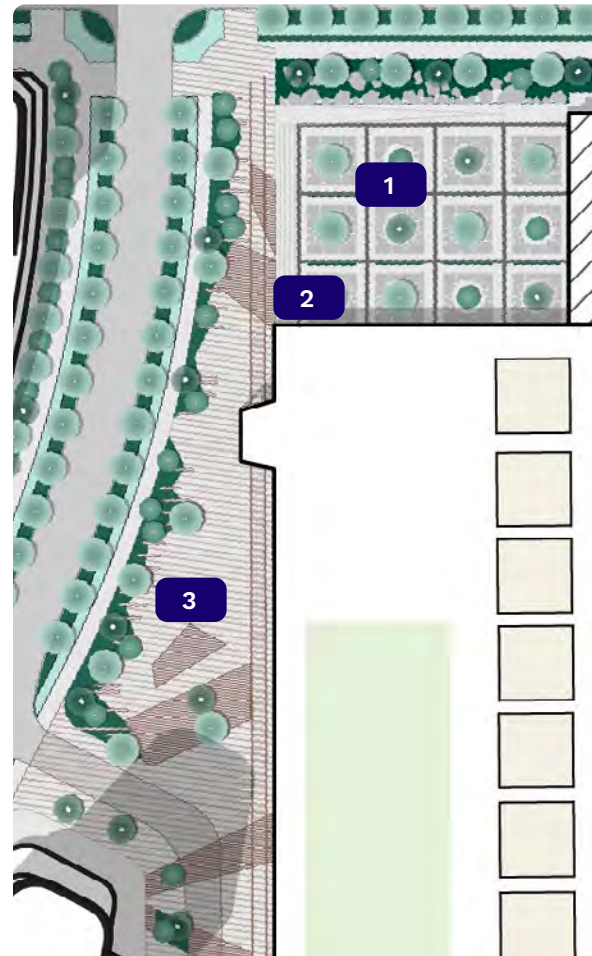


Figure 53: Conceptual Plan for Depot Plaza.



Figure 54: The Plaza will be designed as common spill-out space, with shaded seating.



Figure 55: The Plaza's materiality may recall the Depot's industrial character, but blended with landscape elements and the influence of the Ancestor's Trail.



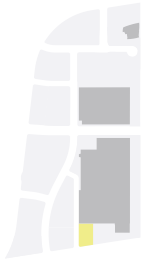
Figure 56: The Depot's crane is identified as opportunity to feature an iconic landmark crane sculpture, representing wisdom and leadership for one of two Anishinaabe leadership clans.

Conceptual rendering of Depot Plaza, diagonally opposite Heart Park.





4.2.5 CARL HALL PLAZA



0.35 HA (0.86 AC)

A flexible open space at the southern end of the South Depot, Carl Hall Plaza will be a canvas for various recreational, cultural, and artistic programs: modular, playful and dynamic opportunities for expression and a spill-out space for ceremonies, block party gatherings, and festivals.

Carl Hall Plaza marks the southern end of the Depot Mews (see Section 6.2.3). At 0.35 hectares (0.86 acres), this open space will mix the vibrant institutional character of the Park Commons innovation and creative cluster with the program of the District, creating a worthy gateway from Downsvew Park's Festival Terrace, and a flexible gathering place.

Primarily hardscaped, portions of the pavement treatment of the Depot Mews and Ancestor's Trail will extend into Carl Hall Plaza. The central areas can accommodate pick-up basketball or host festivals, gatherings, fairs, and exhibitions. Planting features surrounding the exterior provide opportunities for canopy shade.

The southern wall of Depot South will be recognized for its unique rolling shutter and vertical telescoping doors, and may be treated as a vertical extension of Square: an opportunity for artistic expression, with murals or painting, or multi-media projections. Dynamic furniture, common throughout the Depot Mews, will be foster a sense of play.

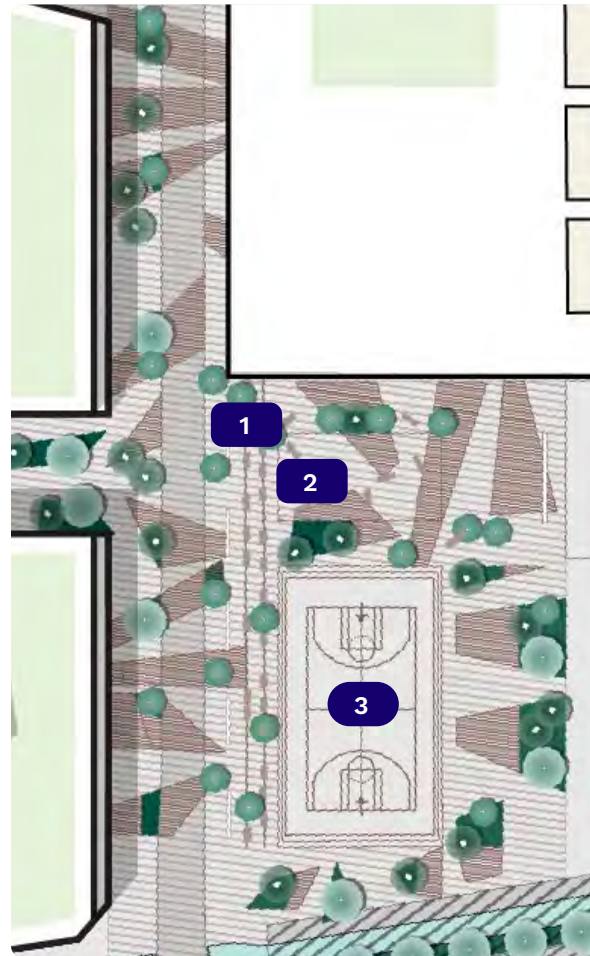


Figure 57: Conceptual Plan for Carl Hall Plaza.



Figure 58: Dynamic elements, including planters, encourage visitors to engage with space and maximize flexibility.



Figure 59: Playful features can contribute to character and vibrancy while still allowing the space to adapt to new uses.



Figure 60: Recreational facilities can also be designed to support cultural expression and contribute to sense of place.



Figure 61: Flexible open spaces can provide various opportunities for gathering and activity common in urban centres.

4.2.6 BIO CORRIDOR & ANCHOR POPS



0.77 HA (1.92 AC) COMBINED

The Bio Corridor is a natural open space along the District’s east boundary. It will also be known as Nokwewashk Apikaade Miikana, or “Braided Sweetgrass Trail”, reflecting the human and non-human connections and modes of travel within this natural corridor, and the Indigenous and non-Indigenous partnership present in the planning of the District.

Despite human intervention, nature has reclaimed portions of the rail corridor; it is a reminder of nature’s persistence and the importance of ecological restoration efforts.

Recognizing this, an average 8-metre-wide corridor has been designated as open space. It will be designed to accommodate biodiversity and stormwater management, showcasing a holistic approach to green infrastructure, and will also feature a minimum 3-metre multi-use path. Through strategic landscaping, users can also transition from the multi-use path to the bike lanes and sidewalks of Dovehouse Ave Extension. A bridge link over this street is being explored, which would create a direct off-street connection between Downsview Park Station and Carl Hall Road. By expanding the space available to nature, and integrating an active mobility path, the Bio Corridor represents a commitment sustainable mobility, to reconnecting people with nature, and to restoring ecological balance.

The Bio Corridor is shown as a consistent 8 metre width, but will vary as it expands and contracts in response to the service access requirements of the Depot. Where it expands, the design of the corridor may incorporate opportunities for pollinator or medicinal gardens, or ceremonial fire. The Bio Corridor expands at its northern limit into Anchor POPS, which will mark the to the point of entry to the trail and play a stormwater management function.

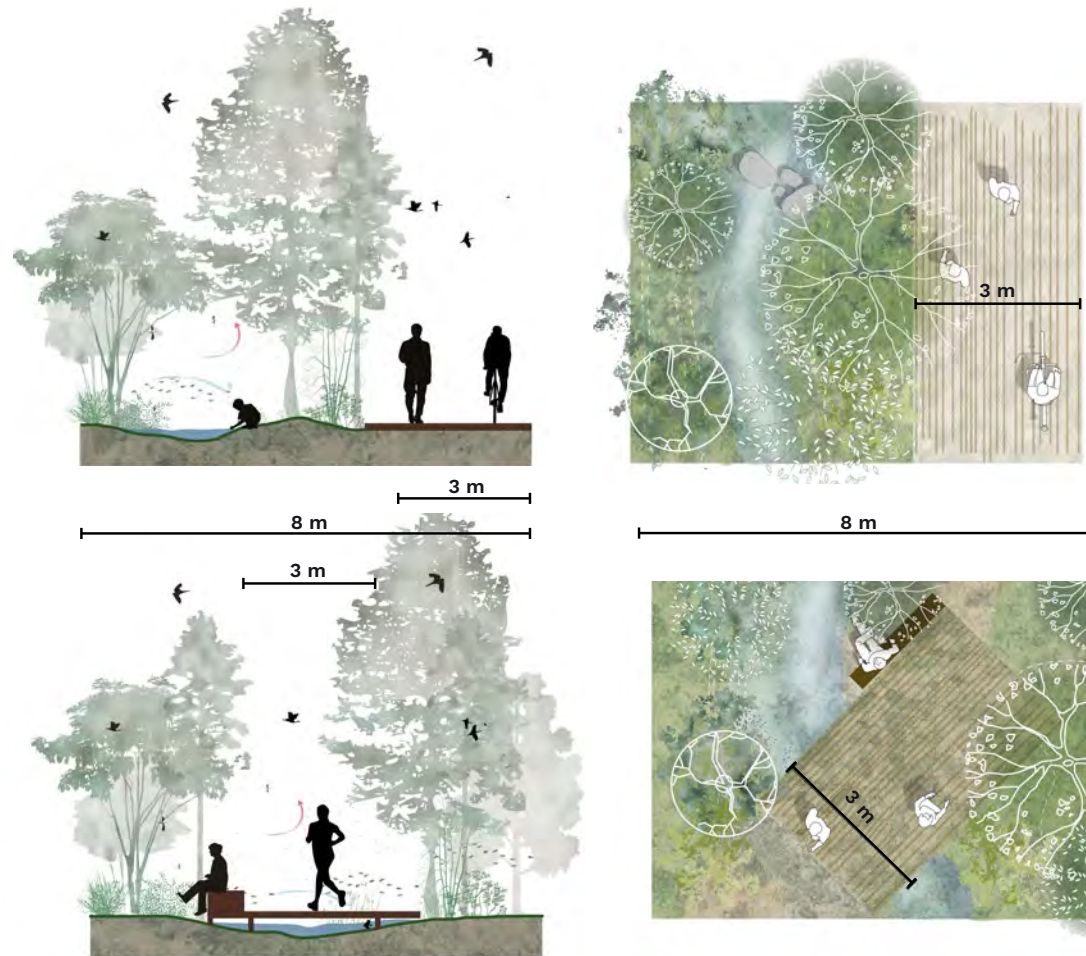


Figure 62: Conceptual sections of the Bio Corridor.

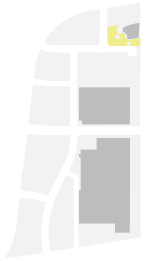
VARYING IN RESPONSE TO THE URBAN CONDITION

Though the Bio Corridor is illustrated at a consistent 8-metre width, when implemented the width will vary: at times expanding into larger naturalized areas, and at times shrinking down to accommodate the service access requirements of the Depot. In all instances, a 3-metre wide multi-use path will be maintained.



Figure 63: Conceptual sections of the Bio Corridor, highlight how it may expand to create more generous open spaces where Depot servicing is not in conflict.

4.2.7 TRANSIT SQUARE



0.40 HA (0.99 AC)

Transit Square marks the western gateway to Downsview Park Station, offering an open and adaptable space for gathering, movement, and exchange. It serves as a lively focal point within the District, supporting both everyday use and a range of public activities.

Transit Square is a 0.4-hectare (0.99-acre) public plaza framing the western entrance to Downsview Park Station, designed as a flexible and accessible gathering space within the Downsview West District. Anchored by a predominantly hardscaped surface to accommodate high pedestrian volumes, the square supports movement between transit, active transportation routes, and the street network. Integrated micro-mobility infrastructure, seating, clear circulation paths, and stormwater management features within planting areas support daily commuter activity while allowing flexibility for a range of uses.

As a vibrant, high-energy destination, Transit Square is envisioned as a hub for informal and programmed activity, including markets, pop-up events, public art, and street performances. Positioned as a key focal point along the Ancestor's Trail, the square anchors this important cultural corridor, offering a place of gathering, pause, and expression within the broader network.

The landscape design incorporates planted areas and material choices that reflect Indigenous values, emphasizing a respectful and harmonious relationship with nature. These softer landscape elements provide contrast to the urban plaza while reinforcing cultural identity, placemaking, and the significance of the Ancestor's Trail within the Downsview West District.

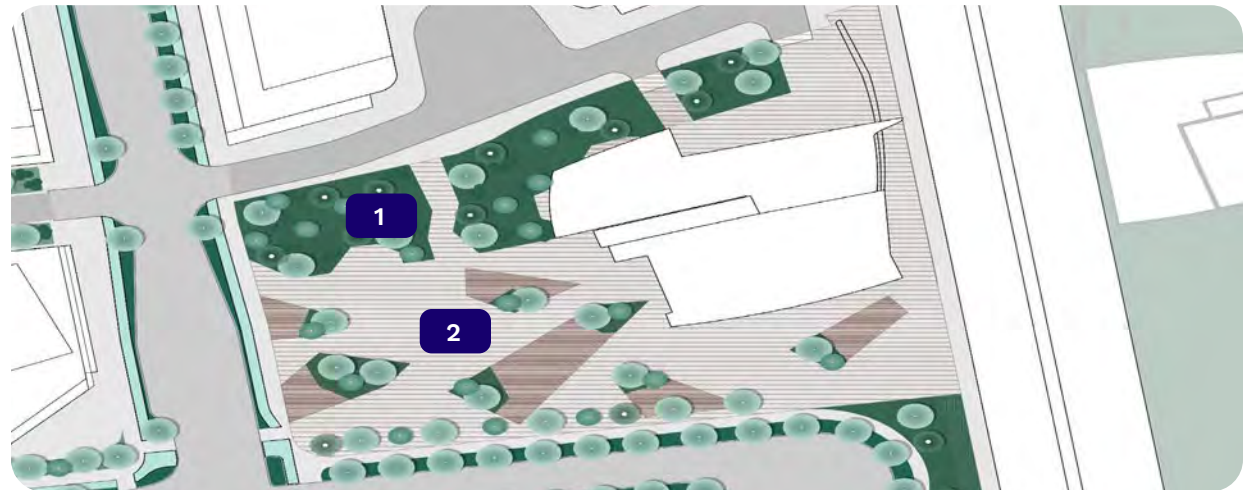


Figure 64: Conceptual plan for Transit Square.



Figure 65: The plaza combines hardscaped areas with greenery and seating to support both circulation and informal gathering.



Figure 66: Transit Square is designed to accommodate pop-up events, including markets. The hardscaped plaza supports flexible layouts for temporary installations.



Figure 67: The hardscaped plaza incorporates trees to provide shade and create a more comfortable environment for movement.

4.3 Parkland Dedication Requirements

The District Plan’s parkland provision exceeds the Planning Act requirements and addresses Secondary Plan requirements of delivering a Major Park.

The City of Toronto requires the provision of parkland to support of the health and well-being of neighbourhood residents. The District is required to provide 1.70 hectares (4.20 acres) of municipal parkland. The Depot is considered an existing use and therefore exempt from parkland dedication requirements. Per the Downsview Secondary Plan, a 1.0 hectare portion of the total parkland requirement must be delivered in the form of a Major Park.

The District’s public realm network includes three parks that are proposed to be dedicated to the City, including the 1.0-hectare Heart Park. As proposed, these parks amount to a total of 2.07 hectares (5.12 acres) of parkland, which exceeds the total parkland requirement.

In addition to dedicated parkland, approximately 2.50 hectares (6.18 acres) of publicly-accessible open spaces and greenways are proposed. These spaces will be fully accessible to the public and indistinguishable from program and open space perspective. Accounting for adjustments to the alignment of Vitti Street and the existing transit plaza, a total of 2.0 hectares (4.9 acres) net new public land is being added to the District.

The total parkland area eligible for parkland dedication credit is subject to certain adjustments. Based on the current understanding from City staff, the sloped portion of Fire Hall Park, comprising approximately 0.11 hectares, is not to be counted toward parkland dedication credit. As a result, the total parkland area eligible for credit is approximately 1.96 hectares. This remains above the District’s required municipal parkland dedication of 1.70 hectares.

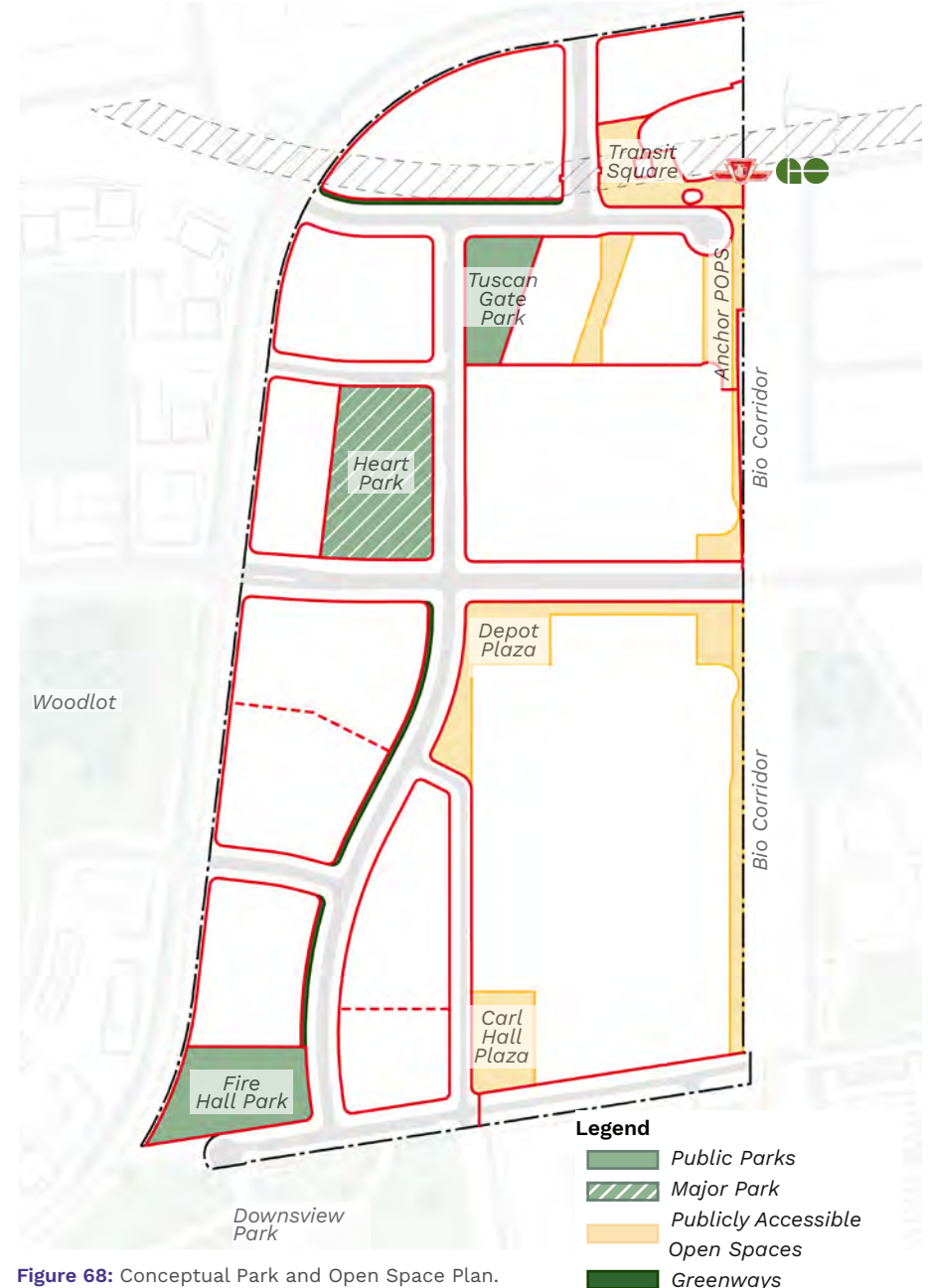
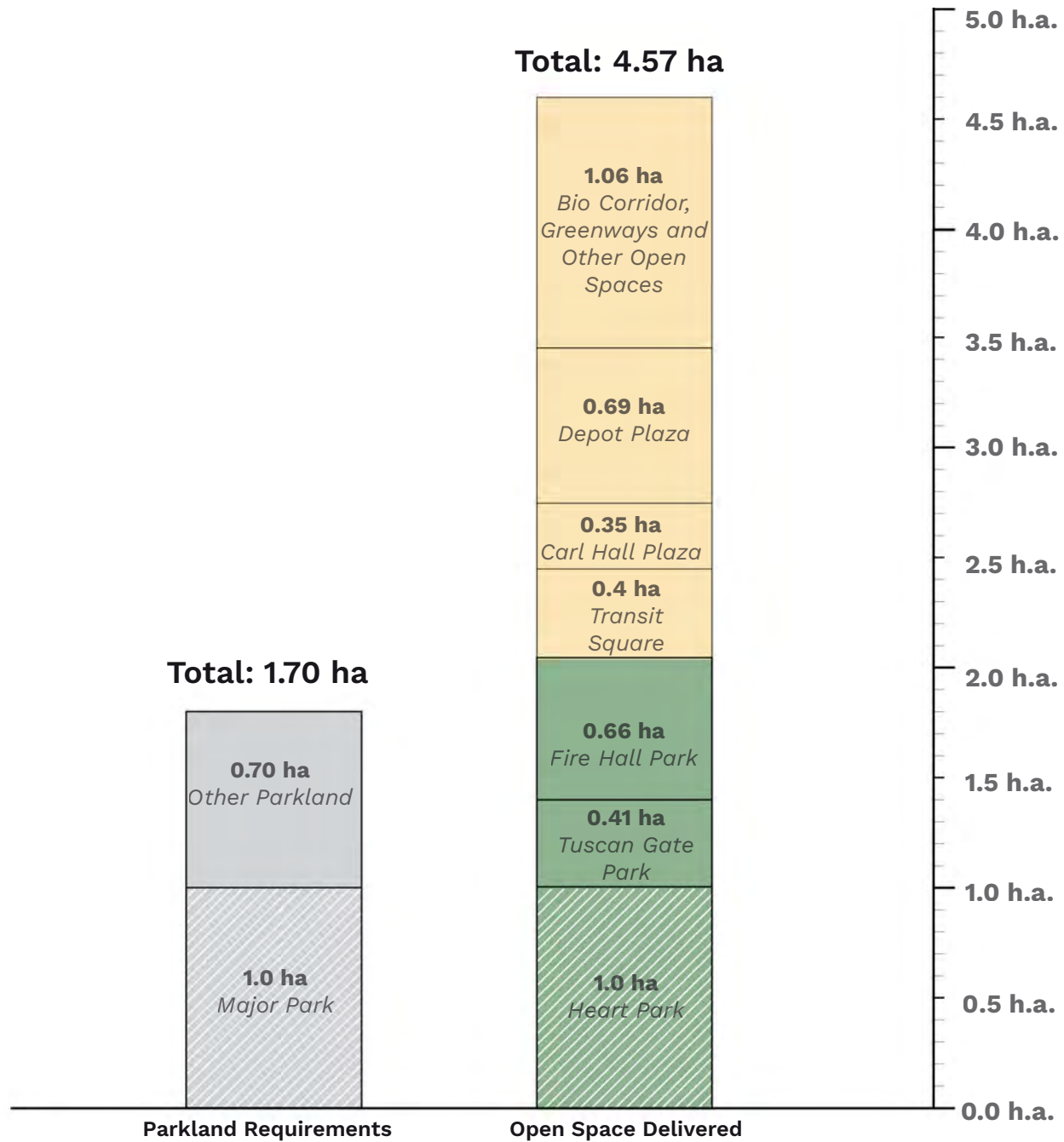


Figure 68: Conceptual Park and Open Space Plan.



5.0

Culture and Community

This chapter provides an overview of the characteristics that will make Downsview West unique and inviting: a collection of neighbourhoods that engage with the more recent history of the District, and weave Indigenous culture into the fabric of place.



5.1 Focusing Culture Along the Ancestor's Trail

An Ancestor's Trail will be developed in collaboration Indigenous partners, to ensure their history, culture, language, and traditions are woven into the fabric of place.

To increase cultural visibility, Downsview West will include the **Aanikoobijiganag Miikana** (Ancestor's Trail): a pedestrian route from Downsview Park Station, through Downsview West, and into Downsview Park. It will feature a concentration of moments for cultural expression along its length. Opportunities for extensions into the remainder of the Downsview Secondary Plan area will also be explored.

The Ancestor's Trail will introduce travelers to Indigenous values, world views, and heritage. It will provide meaningful opportunities for First Nations, Inuit and Métis Peoples to engage in cultural practices, and celebrate these practices.

As described in Section 4, there is an opportunity to design and program the parks along **Aanikoobijiganag Miikana** with consideration for the principle of balance, a notion that can be explored through the District Parks Plan. Other public realm features and programs along the route will contribute to the celebration. The following interventions are considered as opportunities to explore:

- Incorporate **Indigenous Language Place Names** that reinforce the history of the lands and centre Indigenous culture.
- Leverage the surfaces along the route — including the **Depot's facade** or the **pavement treatment** — as potential canvases.
- Create flexible open spaces that can **support community gathering** for a variety of cultural uses and ceremonies.
- Identify **priorities for Indigenous-led design**; these could include **architecture or public art**.
- Focus **Indigenous-serving programs and facilities** along the route.

As a result of this focused approach to cultural representation, a visitor to Downsview West will leave knowing more about diverse Indigenous Peoples and the District's layered histories. These outward signs of celebration and respect will also help make all peoples feel welcome, and art installations along its length will be recognized as opportunities to elevate other diverse cultures, including other equity-denied groups.

Implementation of the Ancestor's Trail will be guided through the Downsview West Public Art Plan and coordinated with development phases.

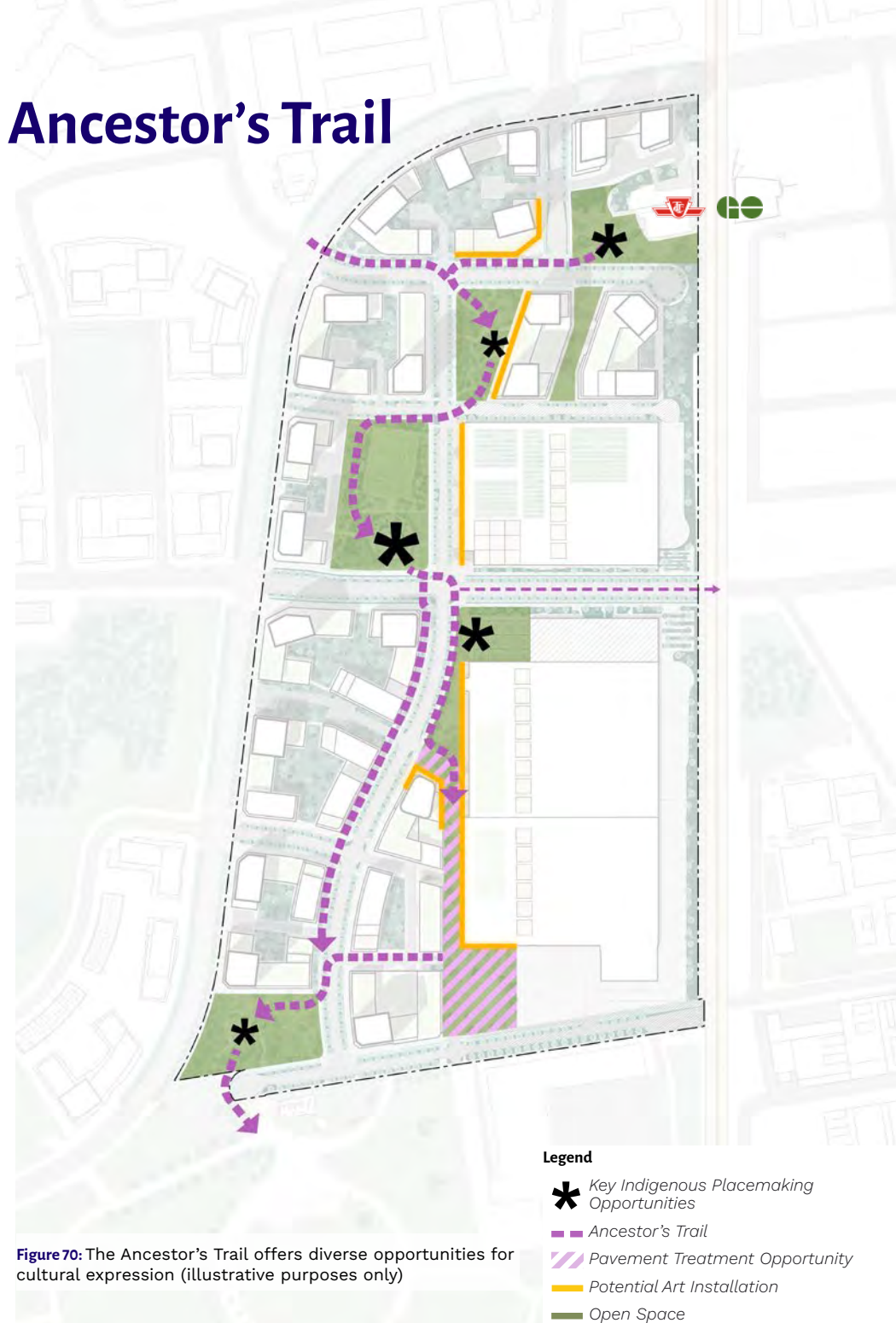


Figure 70: The Ancestor's Trail offers diverse opportunities for cultural expression (illustrative purposes only)

PUBLIC REALM DESIGN

The public realm along the Ancestor's Trail will reinforce Indigenous sense of place. Surfaces along the route - including the Trail itself and the Depot's facade - are opportunities for cultural storytelling and to reference Indigenous presence, for example through motifs and materiality. The public realm design should be led by Indigenous designers, embedding the values, ethics and ways of knowing rooted in Indigenous culture - moving beyond symbolic representation.



Figure 71: Moments of cultural expression will be woven together through along the trail, which will reinforce the Indigenous presence on the lands and contribute to a cohesive and facilitated journey through Indigenous culture.

ART INSTALLATIONS

Indigenous artists may be invited to contribute art across a variety of mediums. The Depot South's facades offer large-scale opportunities for murals or decorative patterns. The Depot South's former crane tower could also be a feature site for sculpture, as it could be reinterpreted as a crane: a symbol for one of two Anishinaabe leadership clans.



Figure 72: Each building, public space, or art installation along the Ancestor's Trail will be an opportunity to showcase a different artist, story and teaching. Some may be temporary installations, or showcase multi-media art.

INDIGENOUS ARCHITECTURE

There are opportunities for Indigenous architect or designer led developments where the Ancestor's trail meets key public realm features. The design of these developments may integrate Indigenous perspectives through form, materiality, traditional ecological practices, and/or visual representations.



Figure 73: Opportunities for Indigenous inspired and/or led design and architecture will be considered through future development applications.



Conceptual rendering of the Ancestor's Trail at the Depot Corner, looking south along the Depot Mews.



5.2 A District of Unique Neighbourhoods

Downsview West will be experienced as a collection of interconnected neighbourhoods, each with a distinct look and feel which responds to its inherited fabric.

At the scale of the District, Downsview West will be a complete, connected community that combines places to live and work, with the full range of amenities and services fundamental to neighbourhood livability and vibrancy.

Across its 30.2 hectares (74.6 acres), the District's quality and character will vary. Distinct neighbourhoods will emerge, defined by their unique relationships and adjacencies, and the deliberate design decisions made to enhance these qualities. The result will be a dynamic District that offers diverse programs and experiences.

The District Plan envisions Downsview West developing as three interrelated neighbourhoods:

1. **Station Quarter**
2. **Heart at the Crossroads**
3. **The Mews**

The balance of land uses, built form, and public realm experiences in each neighbourhood will be unique — influenced by its inherited assets and adjacencies. Each of the three areas will also have a unique relationship to the Depot, and the treatment of the Depot edges or facades will vary in response to the land use and program of the neighbourhood and within the Depot North and South buildings.

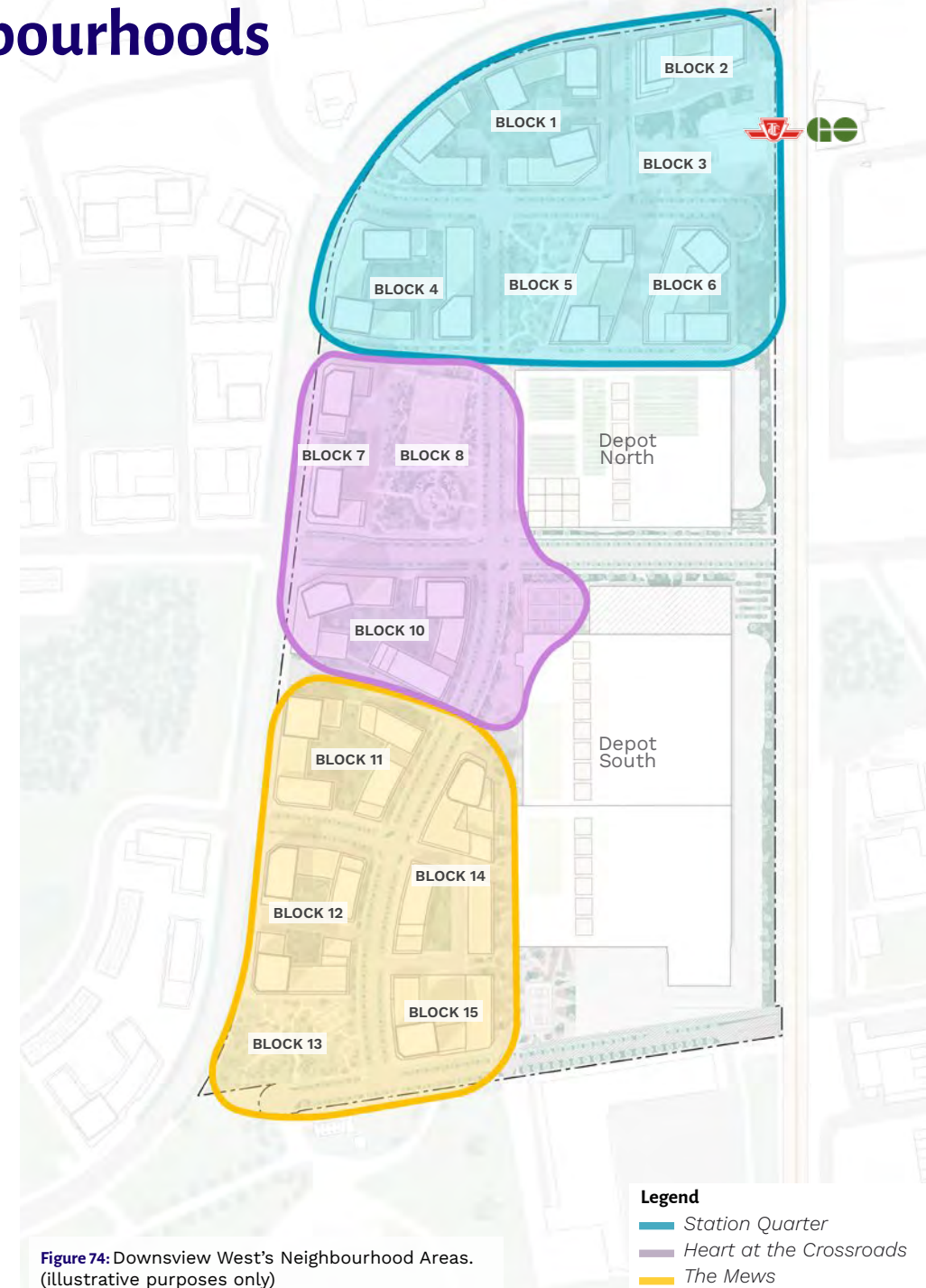


Figure 74: Downsview West's Neighbourhood Areas. (illustrative purposes only)

- Legend**
- Station Quarter
 - Heart at the Crossroads
 - The Mews



Figure 75: Illustrative sketch of Vitti Street extension at Downsview Park Station, looking south towards Depot North.

A high-density commercial and residential neighbourhood, with immediate access to the TTC/GO station, the **Station Quarter** will be a gateway to the District.

The **Heart at the Crossroads** will be where the District's defining public realm elements come together — including Heart Park, the Ancestor's Trail, and the Depot. Natural, built, and cultural heritage weave together into an iconic and lively community gathering space and destination.



Figure 76: Illustrative sketch of Heart Park, looking south towards the Depot Buildings and Passage.

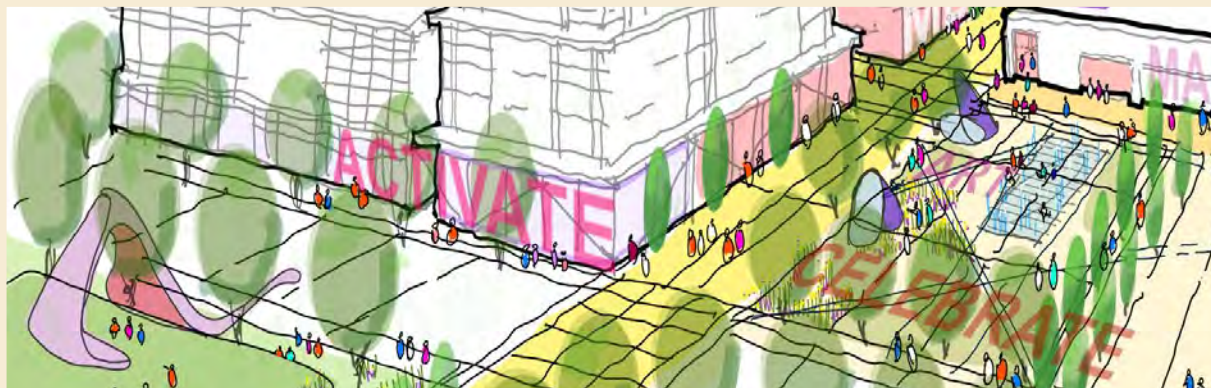


Figure 77: Illustrative sketch of Carl Hall Square at Downsview Park, looking north along Depot Mews.

The primarily residential **Mews** neighbourhood provides a transition from Downsview Park to the rest of the District — drawing nature into the District along the Depot Boulevard greenway. The Mews channels the energy and ecosystem of uses in Downsview Park into a vibrant neighbourhood with elements of heritage adaptation and re-use.

5.2.1 STATION QUARTER

Capitalizing on the combined TTC and GO Station, this northern neighbourhood will welcome the District's tallest buildings – helping to shape and define the skyline, and create an iconic gateway to the District and Secondary Plan Area.

Neighbourhood at a Glance



~5,000
homes



~16,000m²
commercial/office GFA



~3,000 m²
retail GFA



~1.27 ha
parks and
open Spaces

Station Quarter extends from Sheppard Avenue to Depot North. As the densest area, it will register as a discernible height peak, with the clustering of tall buildings contributing to an evocative skyline and support logical wayfinding for the transit station. The scale and articulation of base buildings will relate respectfully to the Depot.

Leveraging transit proximity and associated activity, Station Quarter will feature diverse land uses. Residential uses will be distributed throughout, while office and retail activity will be focused near the transit station. A mid-block connection through block 6 contributes to a finer-grain pedestrian network and maintains a view to Depot North, extending retail into the heart of the District.

This neighbourhood also benefits from several strategically located open spaces. The generous Tuscan Gate Park will be a communal backyard for residents and visitors. Together with the re-imagined Station Square and widened Bio Corridor trailhead, known as Anchor POPS, these open spaces link into the Bio Corridor and the broader open space network: a front door to the District that evokes the influence of nature.

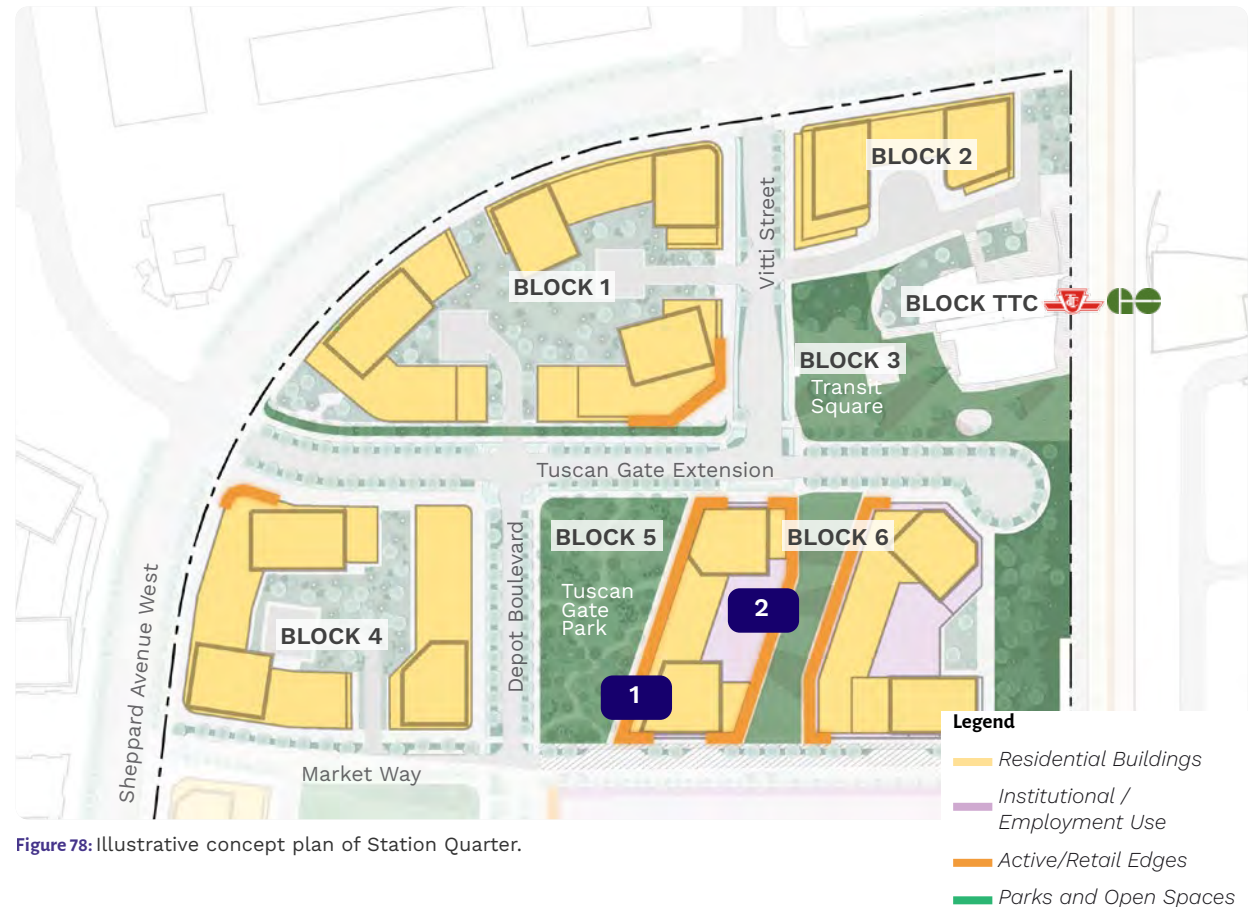


Figure 78: Illustrative concept plan of Station Quarter.

Station Quarter will celebrate its contribution to the Downsvie area's evolving skyline, deliberately distributing density to protect public realm and pedestrian-level comfort.



Figure 79: Tall buildings will be deployed in clusters, focused in areas that will result in a dramatic skyline, respond to transit access, and support pedestrian comfort.



Figure 80: Tall buildings will include base building elements that reinforce the human-scale and support public realm comfort, by appropriately framing adjacent streets and open spaces. Special consideration will be given to the articulation of base buildings adjacent to the Depot.



With transit as an anchor, Station Quarter will feature open spaces that stitch into the broader network and commercial office and retail uses focused along a central spine between Station Square to the Depot.



Figure 81: Station Square will be re-imagined with animated development edges, spill out space, and connections to the open space network.



Figure 82: Block 6 has been identified as an opportunity for a significant commercial office anchor, which will bring jobs to the site and create opportunities for 24-hour vibrancy.



Figure 83: Tuscan Gate Park will be animated by the active edges and spill-out activity of Block 6. It can provide nature and recreation opportunities that offer a more local scale than Heart Park, located on the opposite side of the street.

5.2.2 HEART AT THE CROSSROADS

Bringing together nature, culture, and community, and responding to the Depot’s iconic character, this neighbourhood is a reflection of all Downsview West has to offer, and unlike any other in the City.

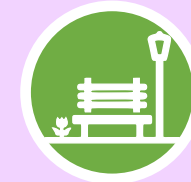
Neighbourhood at a Glance



~1,600
homes



~1,250 m²
retail GFA



~1.75 ha
parks and
open Spaces

Dovehouse Extension and Depot Boulevard meet at the heart of the District, where public realm and heritage features inspire a character reflective of the District Plan’s commitment to nature, culture, heritage, and community.

Anchored by Heart Park, and paired with the complementary Depot Plaza, this neighbourhood features open spaces and uses that are intended to draw the wider community together. These spaces will be designed to balance the District Plan’s open space priorities and act as the commons. With prominent frontages along Depot North, patrons and visitors enjoying the market-style shops and stalls will also spill out into these open spaces — animating the public realm throughout the day.

This neighbourhood is largely residential, with homes delivered in mid-rise and tall building typologies, with tall buildings distributed with consideration for shadow impacts on Heart Park, and landmark towers situated at key locations to reinforce the structure of the urban fabric. Though primarily residential, future residents will enjoy convenient access to retail in the nearby Depot buildings and Station Quarter. The conceptual massing can flexibly accommodate community facilities identified through future engagement.

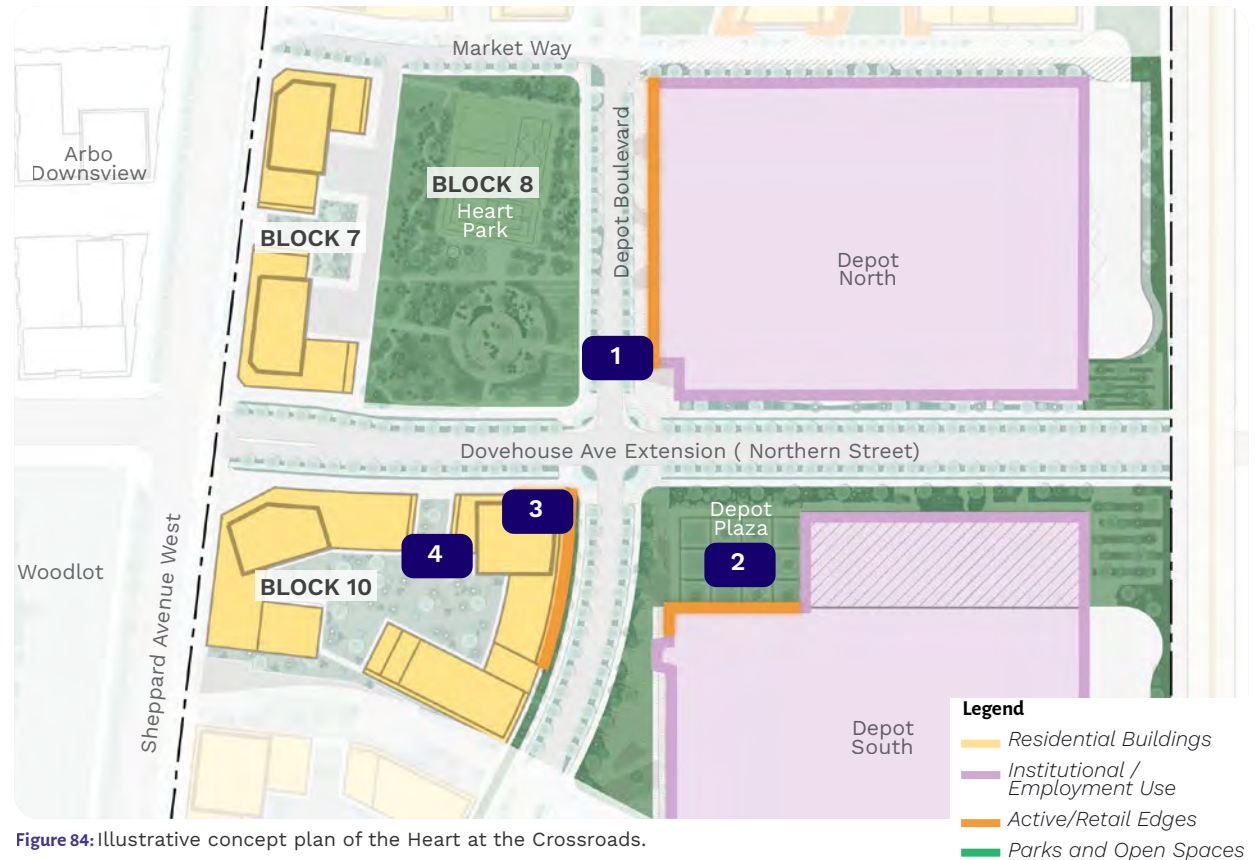


Figure 84: Illustrative concept plan of the Heart at the Crossroads.

The spaces abutting the Depot North and South frontages will be designed to engage with the character of the legacy structure and create opportunities for diverse public realm experiences.



Figure 85: Depot Plaza and the porch along Depot North will provide spill out space for the internal shops and services, functioning as flexible extensions for seasonal use.



Figure 86: Traffic calming measures that slow travel and communicate pedestrian-priority will be incorporated between Heart Park and Depot North.



Figure 87: Depot Plaza will be Downsview West's centre stage: an area to look-out over the District.

Several of the District's defining elements meet at the intersection of Depot Boulevard and Dovehouse Extension, and come together to influence the public realm.



Figure 88: The landscape design for Heart Park and the Depot Plaza could reinterpret the Depot Building's iconic column grid, while cultivating City Nature.



Figure 89: Located along the Ancestor's Trail and opposite Heart Park, Block 10 is a potential opportunity for Indigenous architecture.



Figure 90: The Depot Boulevard green supports City Nature, stitching the character of the Arbo woodlot and Downsview Park into the District's Heart.

5.2.3 THE MEWS

The Mews' unique courtyard residential typology offers a space to create a natural and built form heritage link: between the woodlot in the adjacent Arbo District, and the historical Depot Building.

Neighbourhood at a Glance



~2,650 homes



~4,800 m² retail GFA



~1.3 ha parks and open Spaces

The Mews takes its name from the Depot Mews (see Section 6.2.3): a pedestrian-friendly and retail-lined street along Depot South. Depot Mews will provide amenity to residents of the area, but the unique character derived from the heritage building and reinforced by appropriately scaled new development will draw visitors from farther afield.

The Mews is home to an intimate residential area focused along Depot Boulevard and framing Fire Hall Park. The western area of the Mews features courtyard residential buildings, a typology that is unique to Toronto, one that offers extensive at-grade planting and private open spaces.

The Mews will feature a mix of mid-rise and tall buildings, though lower street walls will establish a more intimate neighbourhood character than other neighbourhoods within the District. A greenway along the west side of Depot Boulevard will reinforce the neighbourhood character while also providing a green connection between Fire Hall Park and Heart Park to the north.

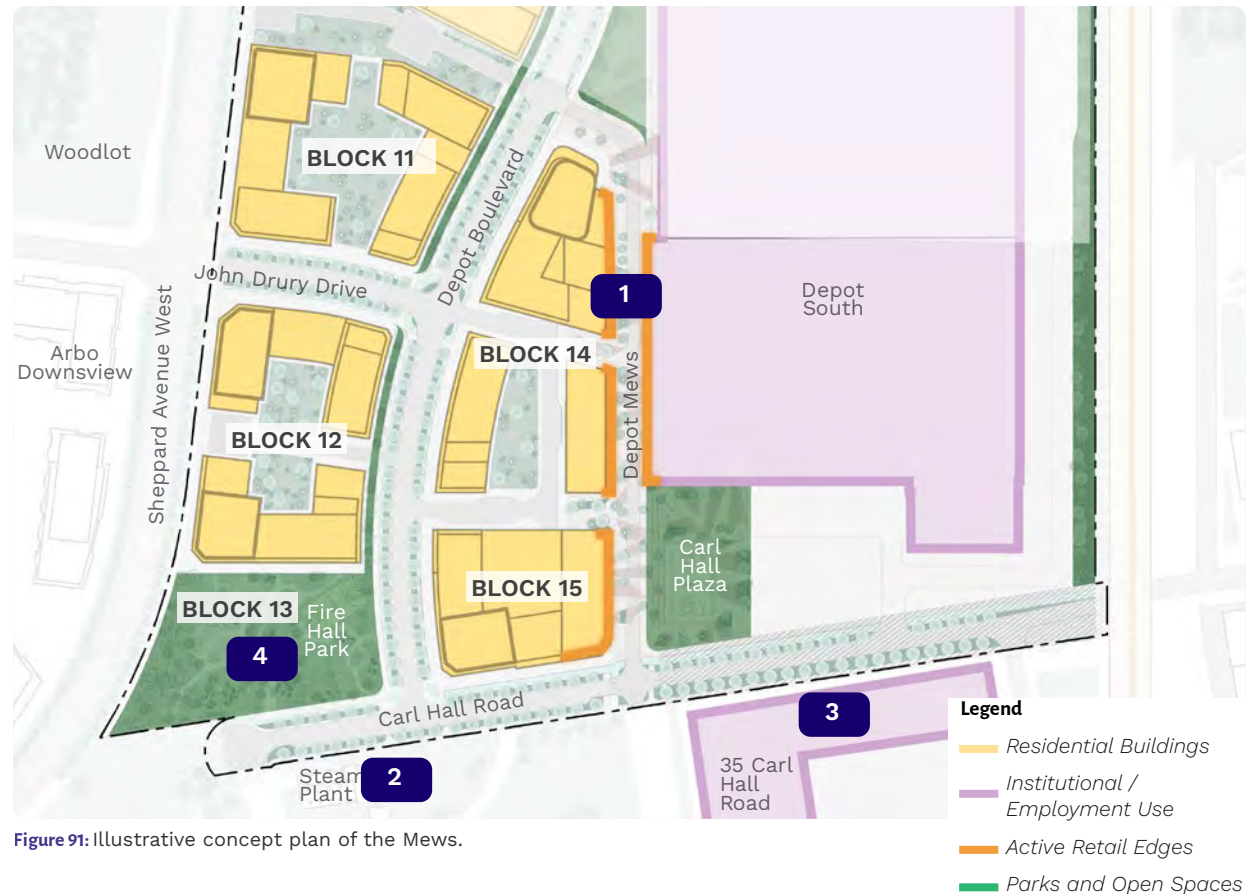


Figure 91: Illustrative concept plan of the Mews.

The Mews delivers density appropriate for its transit proximity while reinforcing a scale and character that is noticeably different from other neighbourhoods within the District.



Figure 92: The Mews' courtyard typology creates opportunities internal to the development blocks for private open spaces and more extensive planting.



Figure 93: The Mews balances the imperative to deliver significant housing near transit with other priorities by deliberately locating tall buildings at appropriate locations.



Figure 94: Massing along the west side of Depot Mews will respect the Depot's scale and support a unique retail environment.

Existing and new parkland and the adaptive re-use of buildings such as 35 Carl Hall Road and the Steam Plant create an opportunity for a cluster of community-oriented uses at the south end of the lands.



Figure 95: Adaptive reuse of buildings in Downsview Park, adjacent to the District, can be ideal opportunities for community-facing uses, such as nature-based learning.



Figure 96: The adaptive re-use of buildings can create a sense of continuity while also delivering vital community services and facilities that contribute to complete communities.



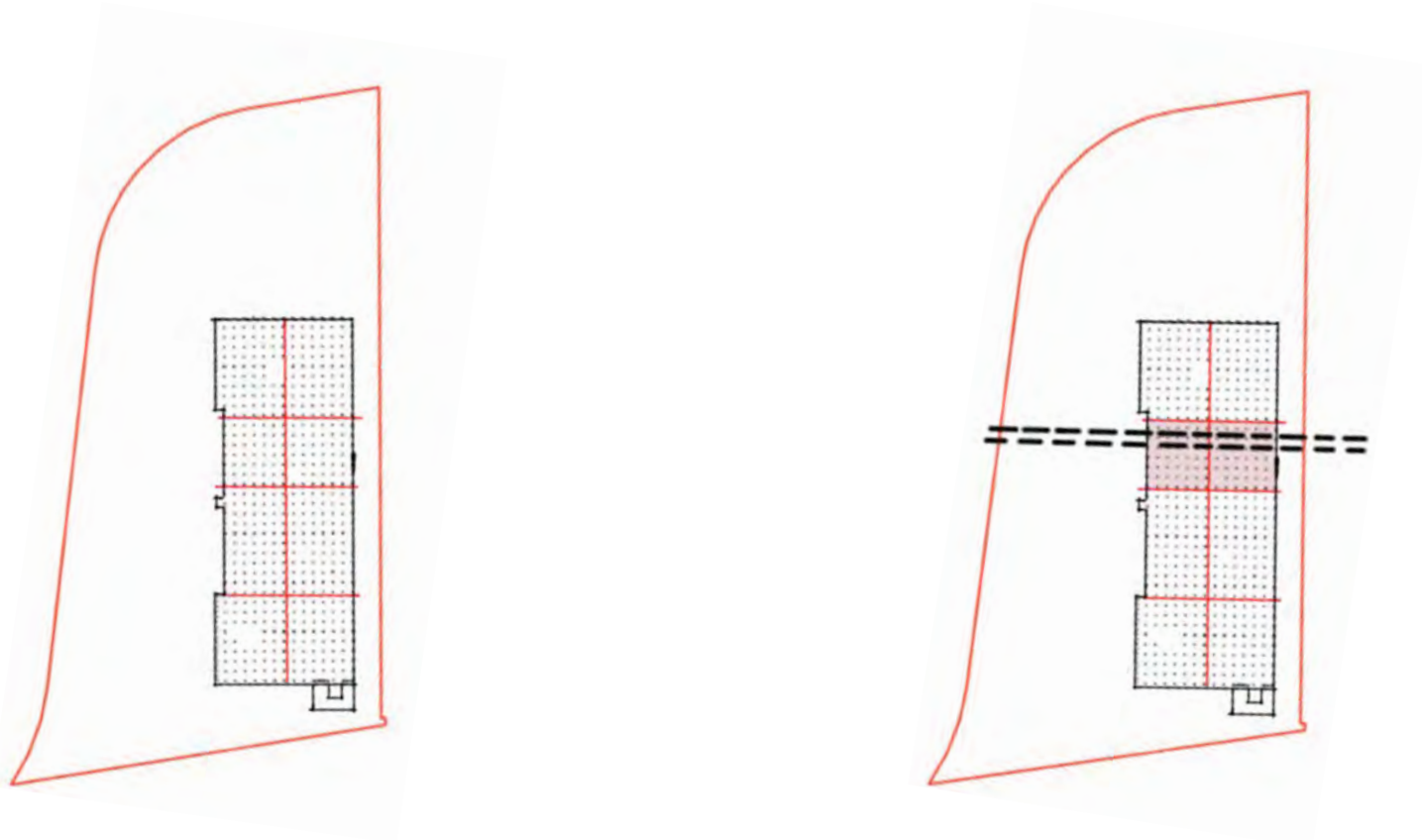
Figure 97: Fire Hall Park will extend the character of Downsview Park into the District and also establish an open space connection to existing and future neighbourhoods to the west.

5.3 Responding to the EA Process & a New Connection

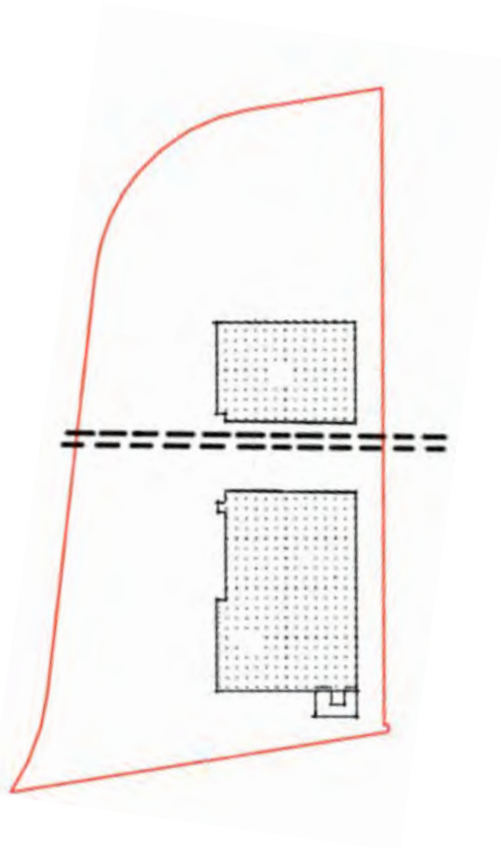
The alignment of the new “Northern Street” connection, through the Depot Building, sets the stage for the next act of the asset’s cultural evolution.

The **existing Depot Building is made up of separate modules**, connected together at expansion joints. This modular construction technique makes it easier to consider portions of the building as discrete.

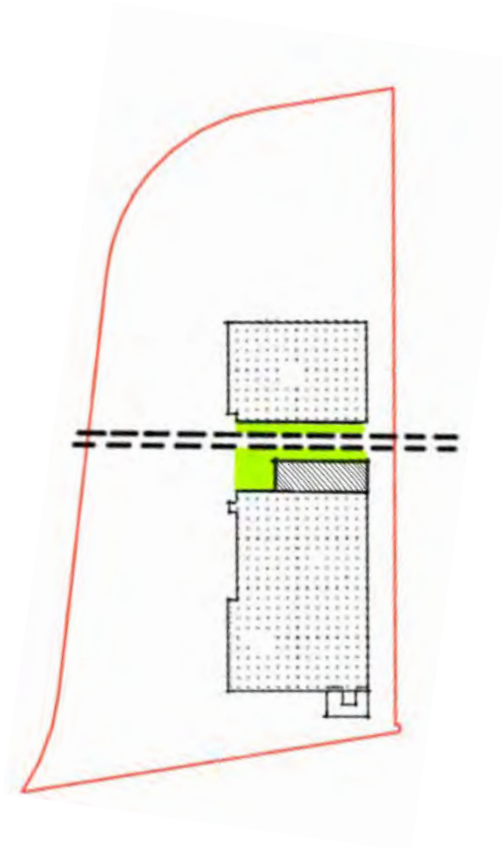
Identified in the new Downsvie Secondary Plan, “Northern Street” (known as Dovehouse Avenue Extension in the District Plan) will connect Sheppard east and west of the GO Barrie Line, passing beneath the rail east of the Depot Building, and crossing through the Depot Building.



To minimize the impact of this intervention, the District Plan assumes a 30-metre right of way — consistent with the recommendation from the Update Downsview EA for Northern Street Underpass where it is open to the sky. As a result of this infrastructure-related investment, **the Depot Building will be split into two structures — Depot North and South — both with new public edges.**

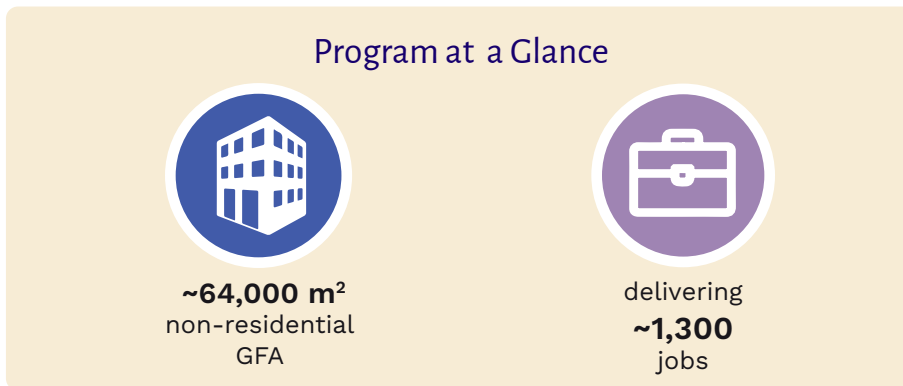


The program of the two buildings will be explored through future detailed design exercises, but **this District Plan demonstrates how the “daylighting” of the Depot creates animating opportunities.** Depot North may introduce more public-facing non-residential uses, while Depot South, including any potential additions, is primarily expected maintain its employment focus — particularly along the eastern and southern edges.



5.4 Daylighting the Depot

Over time, the Depot has evolved from its military origins to better serve the needs of its surrounding community. That same commitment to adaptive reuse will ensure it continues to meet the needs of the emerging District.



The alignment of Dovehouse Avenue Extension through the Depot “daylights” a monolithic structure with new public frontages. The introduction of new edges will create opportunities for increased interaction between the Depot and the public realm. As a result, and with deliberate intervention, residents and visitors will benefit from increased engagement with the historic features of the existing structure. Recognizing the Depot for not only its character but its embodied carbon, the retention, upgrading, and adaptive reuse of these buildings represents a commitment to sustainability.

Depot North and South’s 64,000m² of GFA constitutes a significant cluster of non-residential space in the heart of this transit-adjacent district, helping to ensure Downsview West achieves the promise of a complete community. With the benefit of an improved public face, Depot North and South are almost infinitely adaptable: with high ceilings and long, clear spans, they can be warehouses in one moment, film studios the next, or can be demised for small businesses or community uses.

Though the final program and design will be the subject of future study, this District Plan envisions how both Depot North and Depot South can advance a variety of community and City priorities.

Note: The following program and design concepts should not be construed as proposed interventions, but opportunities for future, more detailed exploration.

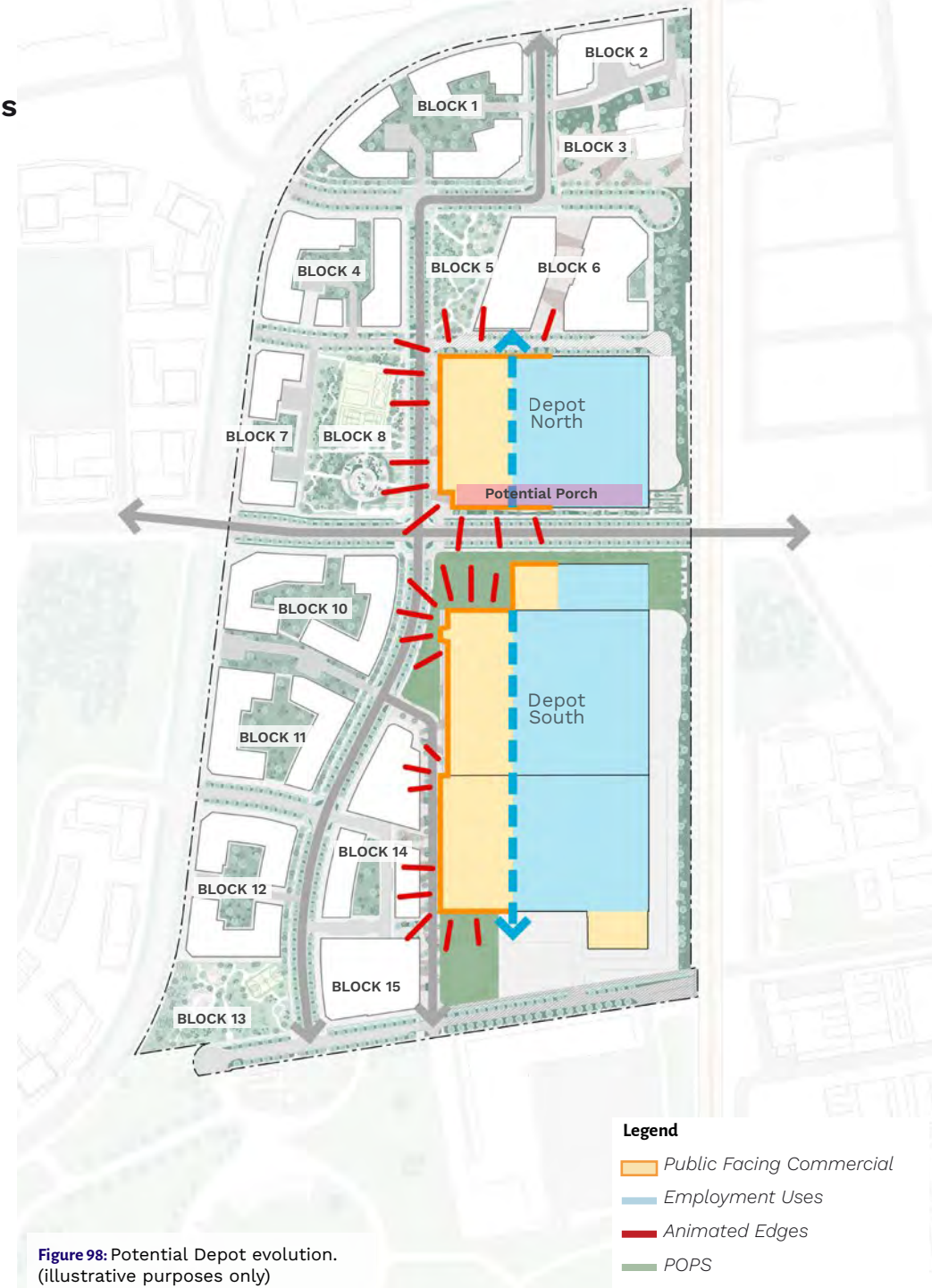


Figure 98: Potential Depot evolution. (illustrative purposes only)

DEPOT NORTH

Depot North delivers approximately 18,500m² of non-residential GFA. Due to its proximity to the transit station, Depot North will support various public-facing functions, including retail, commercial, and institutional uses. In particular, market-style and small-scale retail is a priority, which could include food vendors. Opportunities for rooftop farming are being explored, which may relate well to the market-type uses.

The mid-block connection on Block 6 creates a direct link to Station Square. Depot North will also be accessed from the south from Heart Park; there may be an opportunity here to announce the entrance at this south-west corner with an exposed portico.

The area between the north expansion joint and Dovehouse Avenue Extension creates a newly daylighted condition along the south side of Depot North. This presents an opportunity to consider how this portion of the Depot may be used and experienced in the future, including potential concepts such as a “porch” or spill-out space for patrons of the Depot. As this area approaches the underpass, it could connect to both the Bio Corridor and the sidewalk below through accessible ramping (see Section 6.2.2).



Figure 99: Market-type uses and small vendors may find a home in Depot North.



Figure 100: The Depot North Porch will offer communal spill-out space for internal programs.



Figure 101: Opportunities to leverage the Depot roof for urban agriculture are being explored.

DEPOT SOUTH

Depot South delivers approximately 45,500m² of non-residential GFA. At over 290 metres long and 165 metres wide, it is the largest footprint in the Downsvie area, and able to accommodate a vast range of tenants.

With the introduction of the Depot Mews shared-street (see Section 6.2.3), Depot South’s western edge becomes the building’s new pedestrian-oriented face. Opportunities for openings and other potential interventions would create an interface for shops, cafes, artisan workshops, incubator spaces, social enterprises, and below-market commercial spaces suitable for diverse forms of entrepreneurship, inviting interaction between these new internal tenants and the public realm. Depot South’s facade and unique features — including the crane — are identified as opportunities for cultural representation (see Section 5.1), and retail spaces along this edge opportunities for Indigenous-run businesses or serving amenities. Similar commercial or retail opportunities may also animate Depot Plaza (see Section 4.2.4).

Most of Depot South’s floor level is elevated to loading dock height, but along the Depot Mews there exists a portion of the building at-grade. Removing the exterior walls of Depot South along the Depot Mews would create a weather-protected colonnade: a four-season esplanade for residents and visitors.

Despite anticipated interventions, the vast majority of Depot South will remain available for light-industrial employment uses that value the large-format floor-plates. In the short and/or medium term, existing tenants — such as the Downsvie Film and Television Studios — are expected to remain. Should needs change over time, a pedestrian link through the interior of the building could be established, to create additional “frontages.”

The loading area along the eastern facade continues to provide for access and servicing, while accommodating the Bio Corridor. The roof of Depot South is being evaluated for green roof elements as well as solar panel installations.



Figure 102: Creating opportunities for Indigenous-run businesses along Depot Mews and Ancesto’s Trail is a priority.

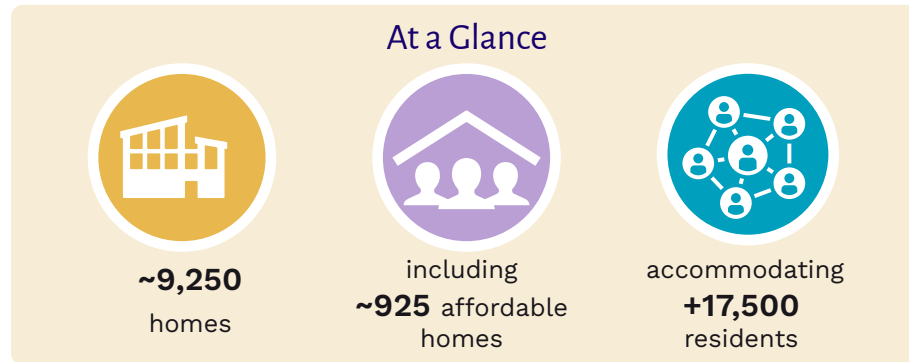


Figure 103: Creating retail edges along the Depot Mews is a priority for Depot South.

5.5 Land Use

Downsview West will be host to a range of uses, experiences, and activities that support the daily lives of residents, workers, and visitors.

DELIVERING HOMES AND RESPONDING TO A CRISIS



Downsview West will deliver 9,250 residential units, creating homes for over 17,500 residents. Approximately 35% of these homes will be located within 200 metres of Downsview Park TTC/GO Station, an additional 36% within 500 metres, and the remainder within 800 metres, responding to both municipal and provincial priorities for transit-oriented development. These homes will also meet or exceed the City of Toronto's Growing Up Guidelines, with larger units suitable for families.

In addition to significantly expanding the housing supply, Downsview West constitutes one of the largest commitments to affordable housing from a single development application in the City of Toronto. Over 920, at least 10% of the total units, with a housing affordability period of 25 years. Opportunities for Student Housing may also be found at Downsview West, responding to the post-secondary schools in the area, including Centennial College in the Park Commons.

Despite the minimum requirement of 10%, CLC has long set an important objective to deliver 20% affordable housing across the entirety of their Downsview Lands. CLC is committed to seeking all available opportunities to achieve the target of 20% affordable housing in Downsview West. Reaching that level will require continued collaboration with the City of Toronto, particularly through financial supports, as well as future participation by federal and provincial funding partners as programs become available.

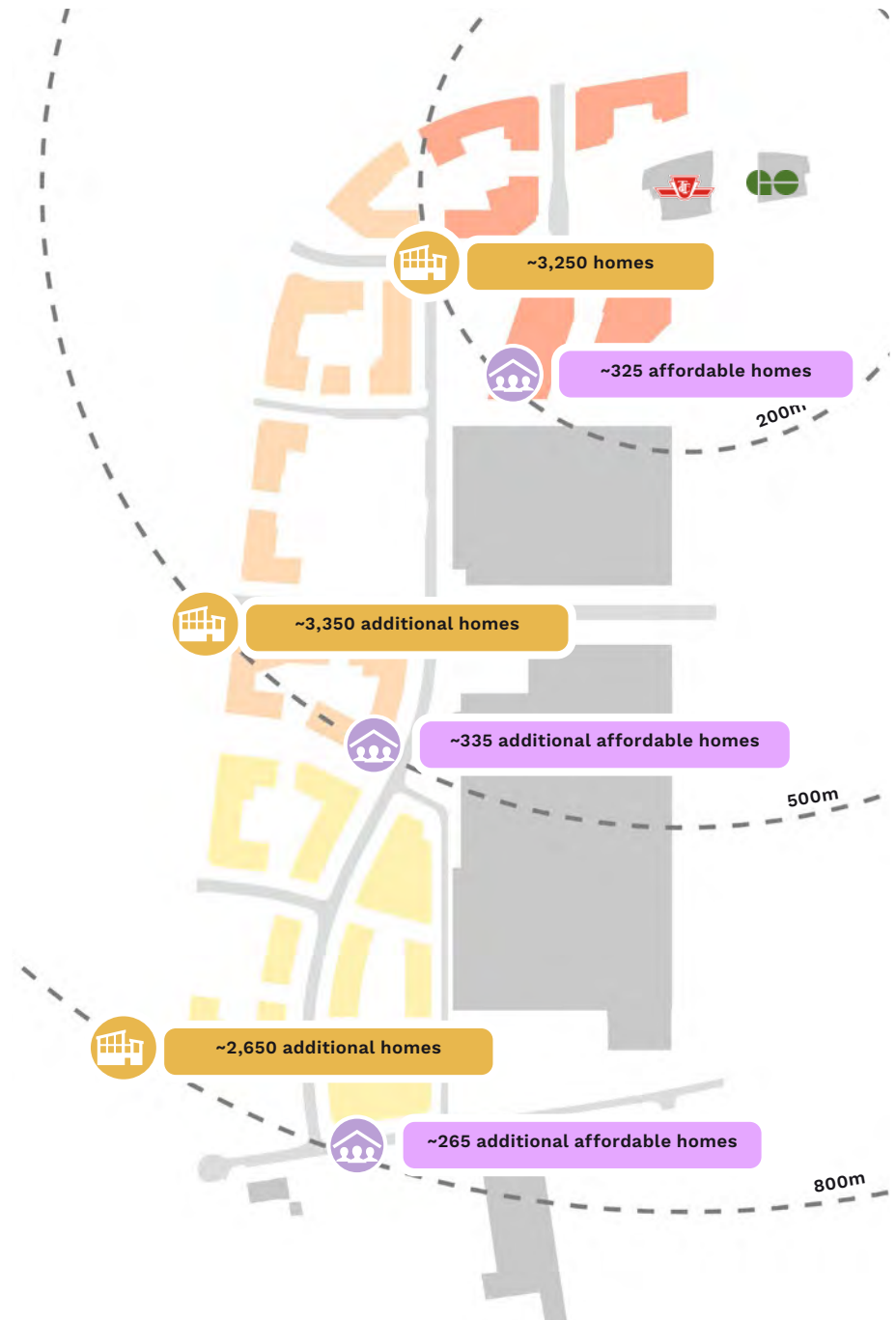


Figure 104: Homes within 200, 500 and 800 metres of higher order transit at Downsview West.

SUPPORTING COMMUNITY

At a Glance



adaptive re-use of
the Depot Building



~9,000 m²
retail GFA, including spaces
for small businesses



1 school, 3 daycares
and other community facilities, including
930 m²
of agency space

Future Downsview West residents will enjoy convenient access to their daily needs. The conceptual massing could accommodate various City-identified facility priorities within an urban format, including the Secondary Plan requirements of three childcare centres and 930 square metres of Community Space. There is also an opportunity to strategically locate these uses in close proximity to the TTC/GO station, enhancing accessibility and integration with transit. It can also accommodate other community-identified priorities surfaced through future engagement.

Existing buildings within and around the District are targets for reuse as community facilities. Early plans to co-locate a TDSB elementary school and affiliated public childcare centre are advancing.

The District Plan also recognizes neighbourhood retail as essential to the functioning of a complete community. Downsview West includes retail space suitable for the planned population, deliberately distributed at key corners and frontages. This approach ensures optimum animation within key areas, supports convenience for future residents, ensures retail viability, and has been coordinated with the built form strategy for an optimal micro-climatic experience.



Figure 105: Conceptual plan, indicating the proposed retail spine and preliminary locations for community facilities.

BUILDING EMPLOYMENT

At a Glance



+89,000 m²
of non-residential GFA



providing
+2,475 jobs

The office market is transforming. Part-time and work-from-home arrangements are increasingly common. Major employers are prioritizing space in established centres. The retail context too has shifted, with more online shopping. Many of these transformations were accelerated by the Covid-19 pandemic. This District Plan has been prepared with consideration for these changes, while anticipating growth in typical and innovation sectors, and flexibility for trends to emerge over time.

Downsview West residents will benefit from the ideal balance of access and amenity. The immediacy of transit will make traveling to key office destinations convenient. With generous open spaces, local serving retail and amenities, Downsview West will also be a desirable work-from-home community. This 24-hour population will foster a local economy.

Depot North and South will continue to offer a large non-residential cluster, with flexible space suitable for a variety of tenants (see Section 5.4). A significant retail component is provided within Block 14 and 15 (~4,800 m²) to animate Depot Mews. An opportunity for ~17,000 m² of office space has been identified on Block 6, adjacent to transit. In total, a minimum of 25,000 m² of new non-residential space will be provided across the District, providing amenity and job opportunities for residents and contributing to an active and dynamic neighbourhood.

Flexibility in the planning for and distribution of non-residential uses will allow the District to evolve in response to changing market conditions. These two anchor locations - one office-focused and the other retail-focused - are strategically positioned within the District to advance market-ready non-residential uses. The same attributes that anchor strong neighbourhoods — attractive public realm, convenient destinations, and transit proximity — also make Downsview West a candidate for a future office-cluster, and additional non-residential may be delivered as the market recovers.

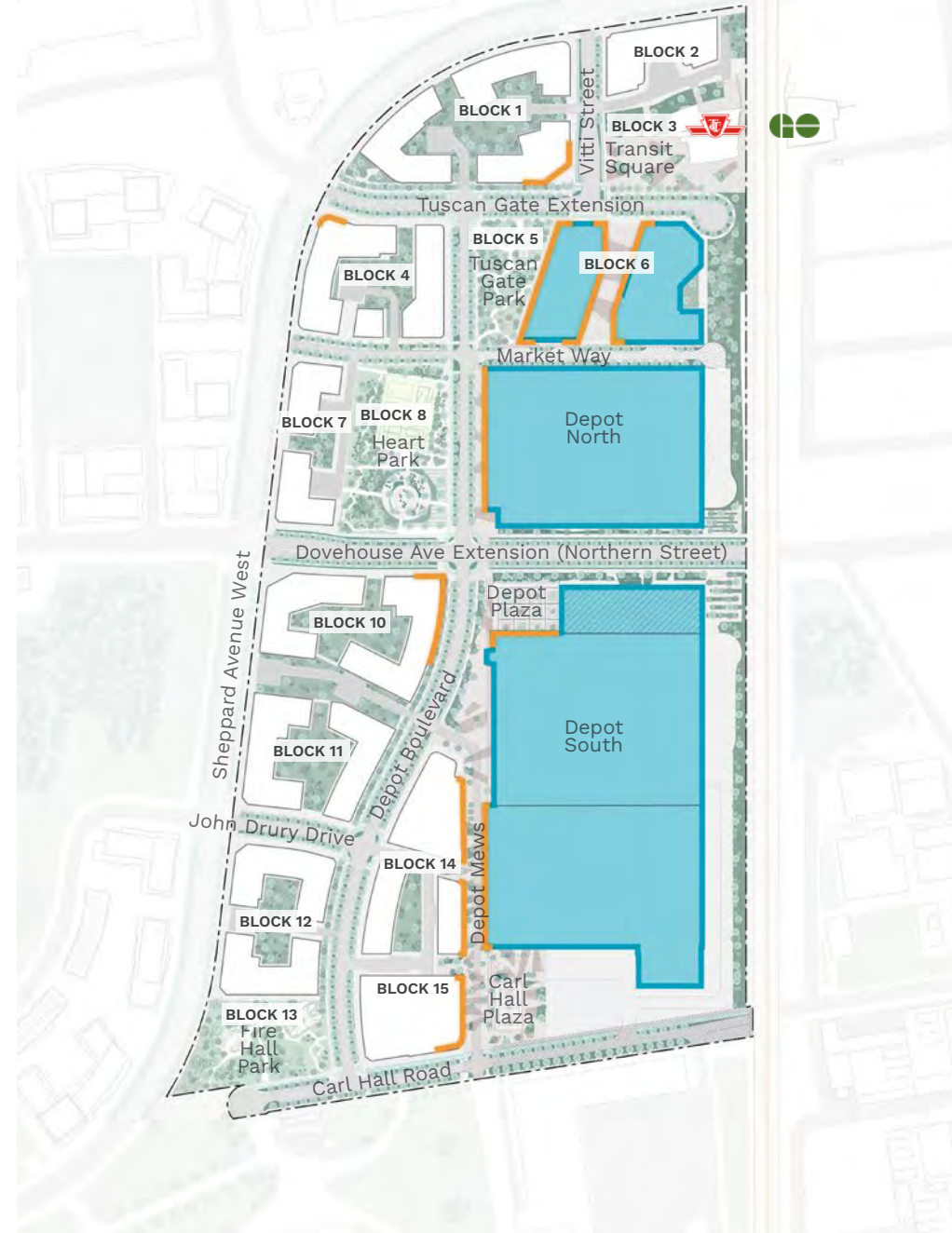


Figure 106: Conceptual plan, indicating opportunities for the delivery of non-residential GFA and job creation.

- Legend**
- Active/Retail Edges
 - Employment

5.6 Built Form

As one of the higher-density areas in the Secondary Plan Area, careful attention to the distribution of density and the impacts of the built form at-grade will make Downsview West vibrant and attractive.

The scale and form of buildings in Downsview West will vary throughout the area. Generally, the tallest buildings will be located closer to the transit station, with heights decreasing towards the Depot and Downsview Park.

The design and scale of the new buildings will harmonize with the existing structures, ensuring a cohesive urban design throughout the District. Re-purposing the Depot will add a connection to history and limit additional embodied carbon.

TALL BUILDINGS

Tower forms are strategically located in the district and will range in height to create a varied and dramatic skyline. The zoning will permit the tallest towers, up to 60 storeys, at the north end of the District closest to the transit station, where the greatest height and density is most appropriate. Lower tower heights are planned across the balance of the District to support an appropriate transition in scale. The Demonstration Plan illustrates one potential build-out, with towers shown up to 45 storeys. It is not intended to represent the maximum height permissions in all locations, but rather one possible development scenario.

Tower locations include main corners, where they anchor view corridors, or near the transit station, where they define the transit core, and are beacons of identity for the District. Their size and placement has also been coordinated to ensure shadows on the Major Park are appropriately minimized, per the Secondary Plan requirements. All towers will provide appropriate separation distances to ensure access to light, skyview, and privacy between units.

MID-RISE BUILDINGS

The remainder of development in the District is proposed to be of a mid-rise form, creating attractive and comfortable residential neighbourhoods. Mid-rise and podium buildings lining The Mews are proposed to have a maximum height of 6 storeys, with a setback after the second storey, to create a pedestrian scale place with optimal micro-climate.

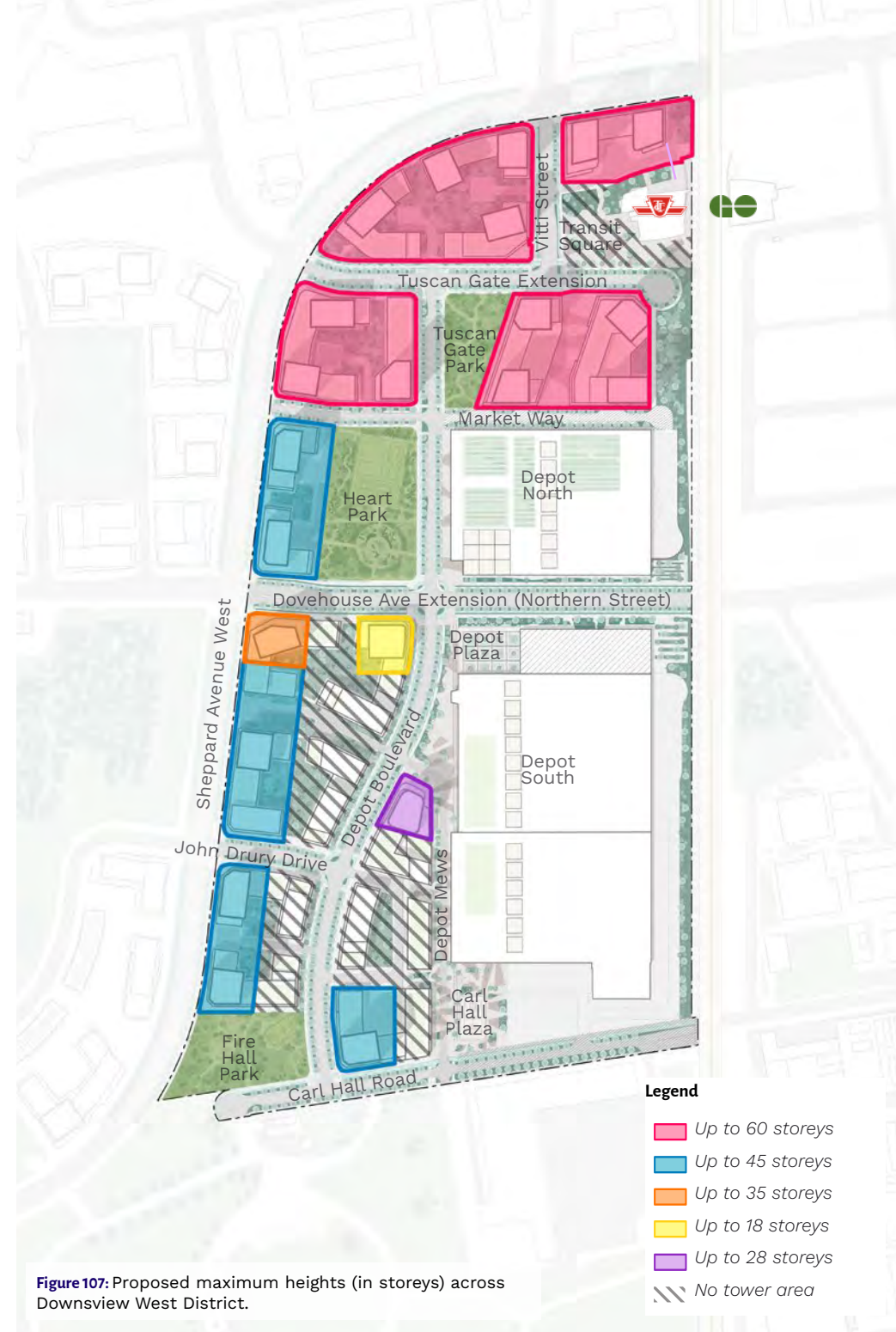


Figure 107: Proposed maximum heights (in storeys) across Downsview West District.

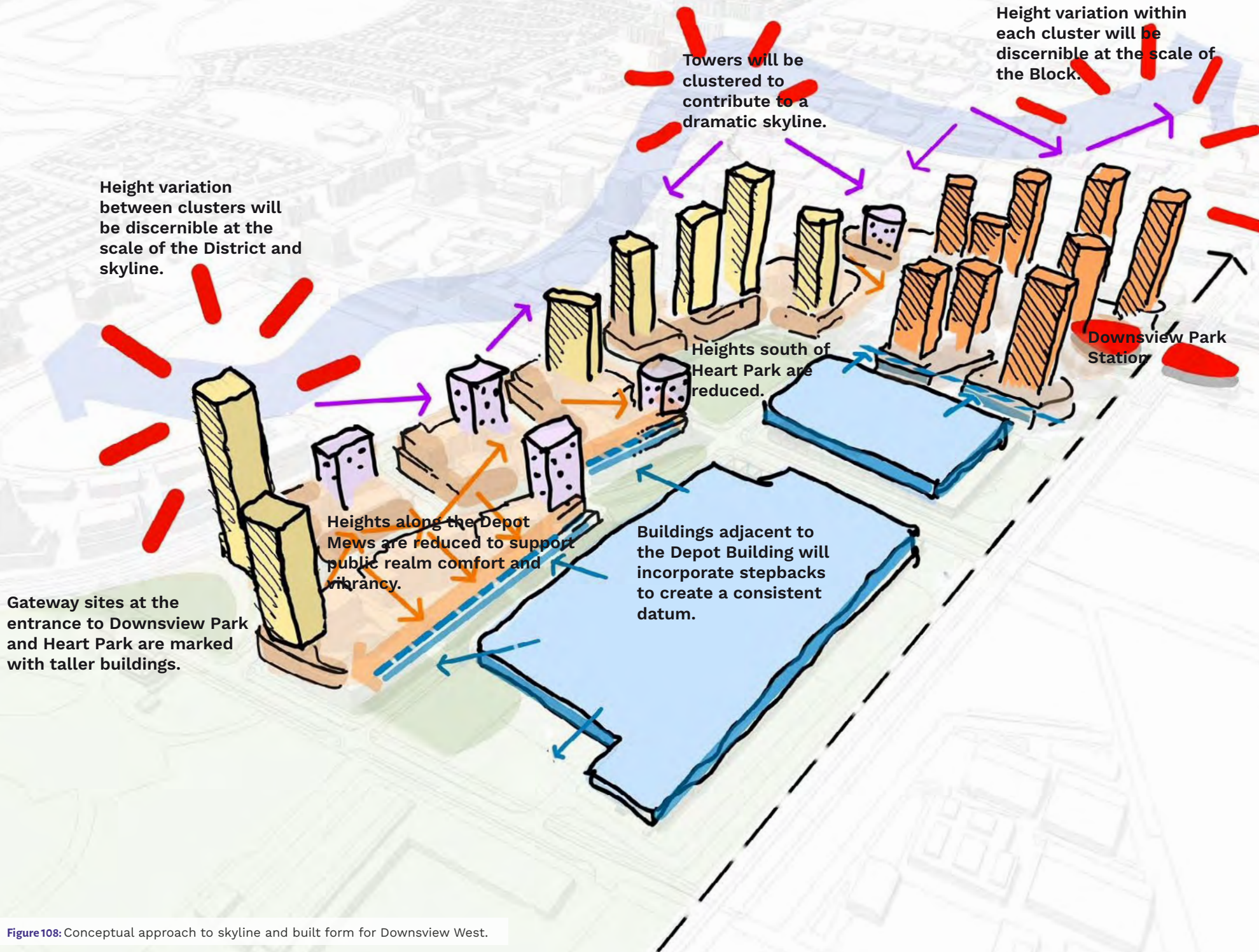


Figure 108: Conceptual approach to skyline and built form for Downsview West.

5.7 Views

Views within and of Downsview West will help to define its identity and provide visual amenity for future residents.

The structure the District Plan creates several opportunities for views towards key existing site features. These views may be public realm moments, framed by the careful placement of mid-block connections, or dynamic views intended to be experienced as future residents and visitors move through space.

- The mid-block connection on Block 6 provides visitors arriving via transit or Vitti Street with clear views to the iconic Depot Building.
- Tuscan Gate Extension Greenway allows direct visual connections from Sheppard Avenue and the Arbo District to the transit station, for wayfinding purposes, but also into the evolving urban core of Downsview West, and the remaining Secondary Plan Area beyond the rail.
- The gentle curve of Depot Boulevard provides travelers dynamic views, revealed at various points along the street, including views of the heritage gateway created by the Steam Plant and Fire Hall at Downsview Park.
- Greenways and other east-west links through the Mews Neighbourhood provide views to the Arbo Woodlot and Depot South; the northern end of the Mews Neighbourhood terminates with views into Heart Park, towards Depot North, and beyond towards the Station Quarter.

Consideration for views of Downsview West's evolving skyline have informed and shaped the preliminary massing — evidenced by the deliberate clustering of tall building elements, and the articulation of height variation. This skyline will eventually evolve into an iconic moment within this developing area of North Toronto.

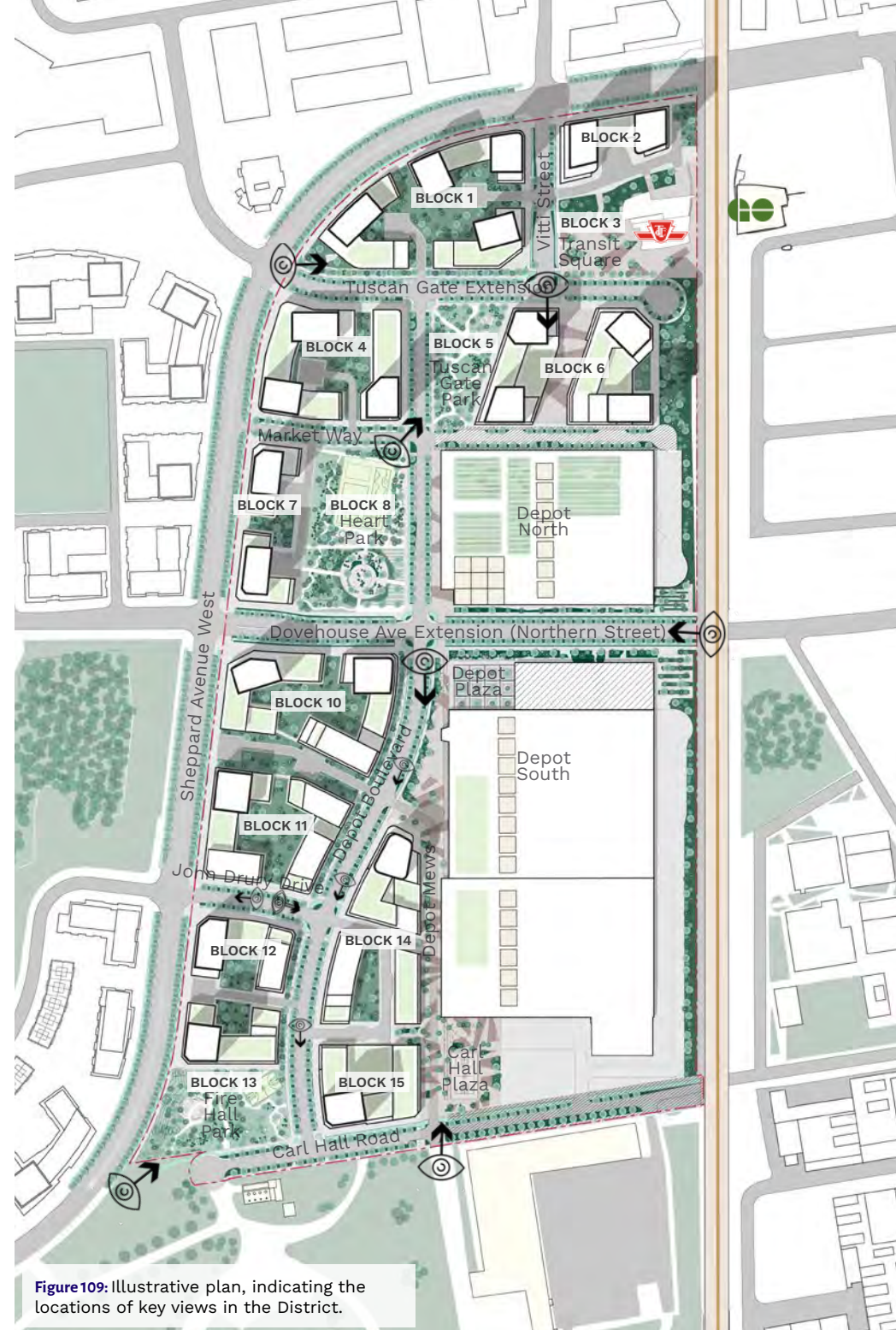


Figure 109: Illustrative plan, indicating the locations of key views in the District.



Conceptual rendering of view looking across **Tuscan Gate Park** towards Downsview Park Station.

Conceptual rendering of view along the **Depot Mews**, through the **Depot Plaza**, from the intersection of Dovehouse Avenue Extension and Depot Boulevard.



Conceptual rendering of view along Dovehouse Avenue Extension through the **Depot Passage** and into the heart of the District



6.0

Streets and Mobility

Downsview West includes a fine-grained network of streets and blocks, and a mobility strategy that encourages transit use and various forms of active mobility. This chapter demonstrates how all mobility connections have been comprehensively planned to enliven the public realm.



6.1 Mobility Network Overview

Intentionally integrated with existing and planned streets, supplemented by a trail connection, the mobility network emphasizes people and sense of place.

Currently, the District is disconnected from its context. Though it boasts TTC Line 1 and GO Regional Rail service access, Downsview Park Station is isolated, with limited pedestrian and local street connections.

The District Plan envisions a walkable and well-connected community that prioritizes people. The goal is to create thoughtful connections and provide a balanced range of travel options with opportunities for walking, rolling, cycling, and transit.

The street network connects people to, from, within, and across the District – stitching Downsview West into the surrounding urban fabric. Essential to this network is a new east-west below-grade crossing of the rail corridor. Specific consideration has also been given to improving connectivity to major destinations adjacent to the Downsview West neighbourhoods, including Downsview Park and the Commons, as specified by the Update Downsview EA process.

The fine-grained network of human-scaled streets is reinforced by the Bio Corridor, which provides an off-street connection from one end of the District to the other, connecting Downsview Park TTC/GO station to existing and future community uses along Carl Hall Road, Downsview Park, and destinations along the way. Greenways along Depot Boulevard and Tuscan Gate Extension provide a different experience of moving through the District, where additional planting will contribute to pedestrian comfort and a unique place character.

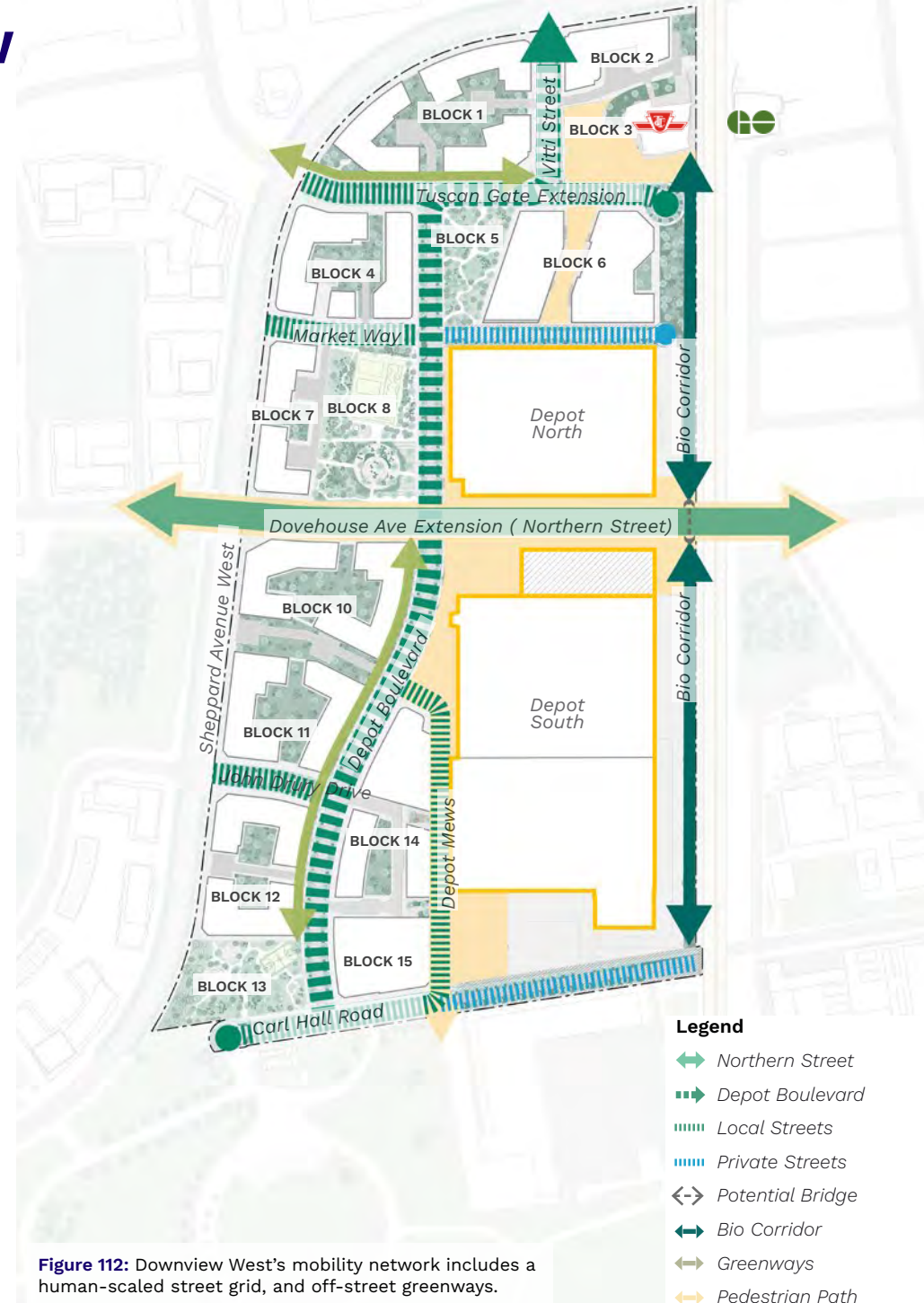


Figure 112: Downsview West's mobility network includes a human-scaled street grid, and off-street greenways.

6.2 Streets

At Downsview West, streets are more than thoroughfares. They will be designed as public places to be experienced, and to support sustainability and resilience.

Responding to Official Plan and Secondary Plan direction, all streets at Downsview West will be complete, green streets. Streets will be safe for all users and designed to contribute to stormwater management: with green infrastructure integrated into planting areas, and intentional grading that carries water to defined open spaces during major storm events.

Great streets are more than just conduits for movement or infrastructure: they are places where civic life is performed. Children walk to school. Neighbourly greetings can be heard en route to daily destinations. Dogs are taken for their evening strolls. Goods are displayed, browsed, and exchanged.

The scale and location of streets, and their interaction with adjacent land uses, influence their capacity to support these important community functions. In this way, mobility infrastructure, land use, and density in Downsview West collectively contribute to a sense of place and promote healthy living.

There will be five key points of access to the District, connecting to streets in the surrounding area. However, the grid structure and alignment of Downsview West's streets were influenced by more than just the need for direct connections. Intersection locations and signal spacing were carefully considered from the outset. This approach ensures that all mobility needs are accommodated efficiently, effectively, and safely, without negatively impacting the public realm, and explains the adjustments made since the preparation of the Downsview Master Environmental Services Plan.

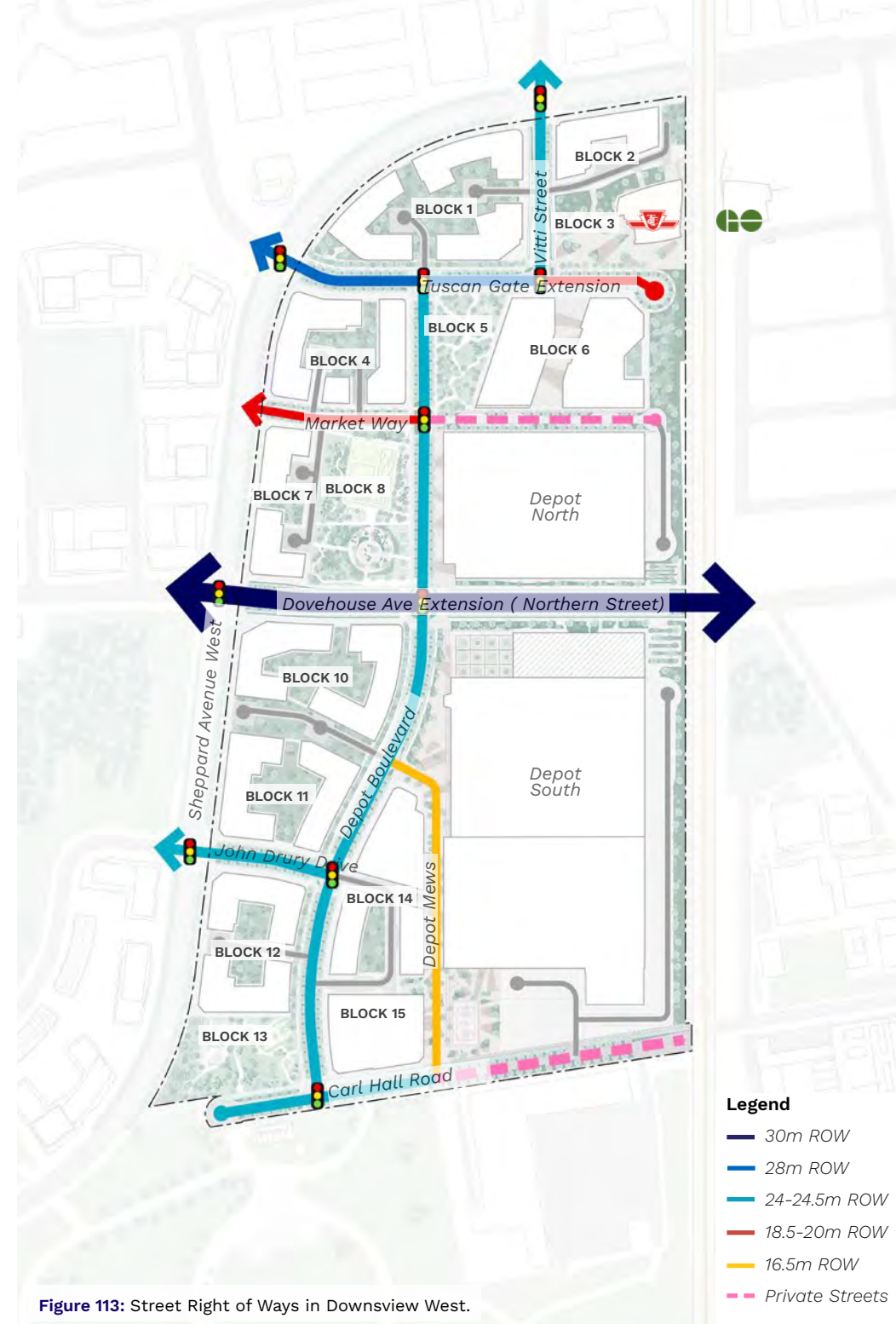
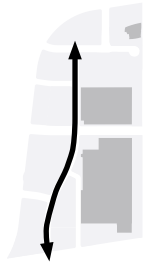


Figure 113: Street Right of Ways in Downsview West.

6.2.1 DEPOT BOULEVARD



Depot Boulevard is the main north-south street through the District, extending from the Tuscan Gate Extension south to Carl Hall Road and Downsview Park, connecting all three neighbourhood areas. It breaks down the District into a human-scaled blocks for development and parks and open spaces. South of Dovehouse Avenue Extension, the street's gentle curve to the west allows for the narrow and animated Depot Mews along Depot South. This curve also introduces a sense of discovery, with buildings and other elements of the urban fabric revealed incrementally.

Depot Boulevard has a different profile at different locations along its length. North of Dovehouse Avenue Extension, the Boulevard is a 24-metre-wide street with two travel lanes, parking lay-by, sidewalks, and cycle tracks on either side. South of Dovehouse Avenue Extension, Depot Boulevard is a 28-metre-wide street enhanced with a 3.5-metre-wide greenway on the west side of the street, creating a double row of trees along with green infrastructure and landscaping.

The design of the Boulevard is distinct for two reasons: its curve and pavement treatment adjacent to Heart Park.

The Boulevard's characteristic curve introduces a more organic shape to a District otherwise dominated by the rectilinear mass of the Depot. The curve's alignment is deliberate: allowing for appropriate signal spacing at the Dovehouse Avenue Extension relative to Sheppard Avenue West and the grade changes of the underpass; terminating adjacent to the Steam Plant to define the intersection with Carl Hall Road as an important entrance to Downsview Park; and creating feasible development parcels on either side.

The intersection of Depot Boulevard and Dovehouse Avenue Extension is the centre of the District. To encourage interaction with Heart Park, traffic calming measures will be incorporated in the intersection and the segment of the street along the park that slow travel, communicate pedestrian priority, ensure pedestrian safety, and communicate continuity of experience between the animated Depot and Heart Park. The treatment of this intersection will also take on the quality of the Ancestor's Trail (see Section 5.1).

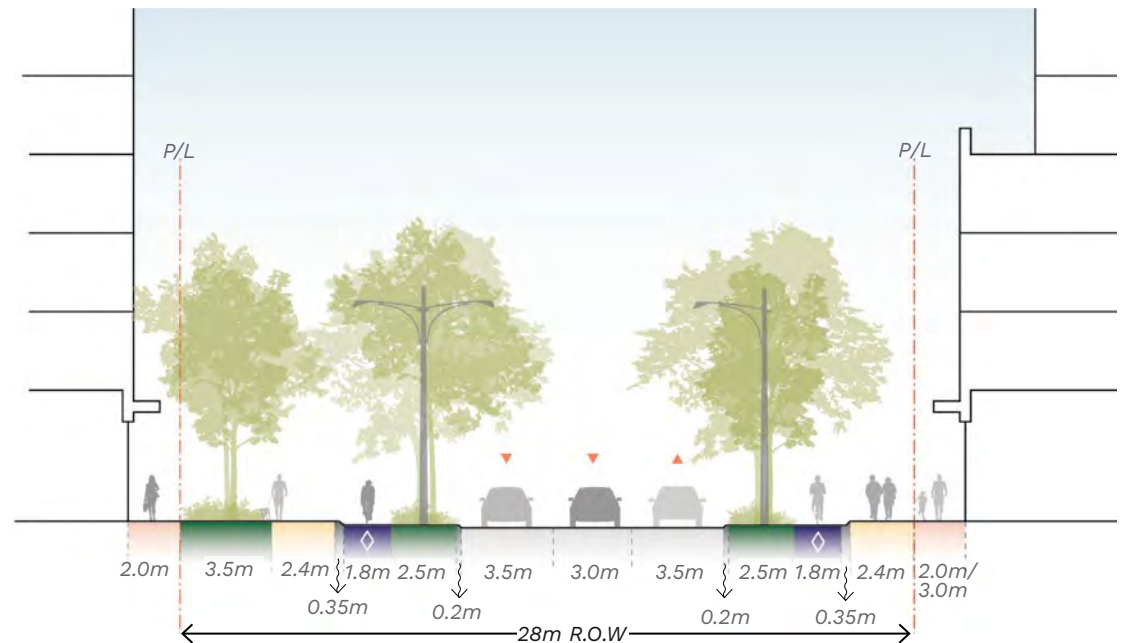
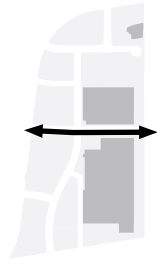


Figure 114: Illustrative cross section of a portion of Depot Boulevard, south of Dovehouse Avenue Extension. Note: the section may vary as it passes through different areas of the District.

Legend

- Planting/ Green Infrastructure
- Cycle Track
- Sidewalk
- Roadway/Curb
- Setback

6.2.2 DOVEHOUSE AVENUE EXTENSION



The Dovehouse Avenue Extension performs the important east-west connectivity function of the Northern Street identified in the Downsview Master Environmental Services Plan: a multi-modal street that crosses beneath the Barrie GO Line to connect Keele Street and Sheppard Avenue West at Kodiak Crescent. This connection will repair the street network, and by passing through the Depot, daylight this historic building.

Phases 1 and 2 of the Update Downsview Environmental Assessment (EA) identified the need and preferred location for an east-west Major Street and underpass south of the TTC/GO station. The Dovehouse Avenue Extension (identified as “Northern Street” in the MESP) facilitates this important multi-modal connection between Keele Street and Sheppard Avenue West at Kodiak Crescent: improving connectivity within the surrounding networks and access between Downsview West and the remaining Secondary Plan areas east of the rail.

The Secondary Plan requires that a ROW of 30 metres be protected for the portion east of Depot Boulevard, and 33 metres for the portion west of Depot Boulevard. The final cross section details will be determined through the Phase 3 & 4 EA process currently underway.

As described in the MESP, the specific alignment of the Dovehouse Avenue Extension will be influenced by fixed constraints in the surrounding context: the southern extent is defined by the existing Arbo Woodlot, and the northern extent by the location of the Depot Building’s expansion joint (see also Section 5.2). The ROW width and design will be reined through Phases 3 and 4 of the EA.

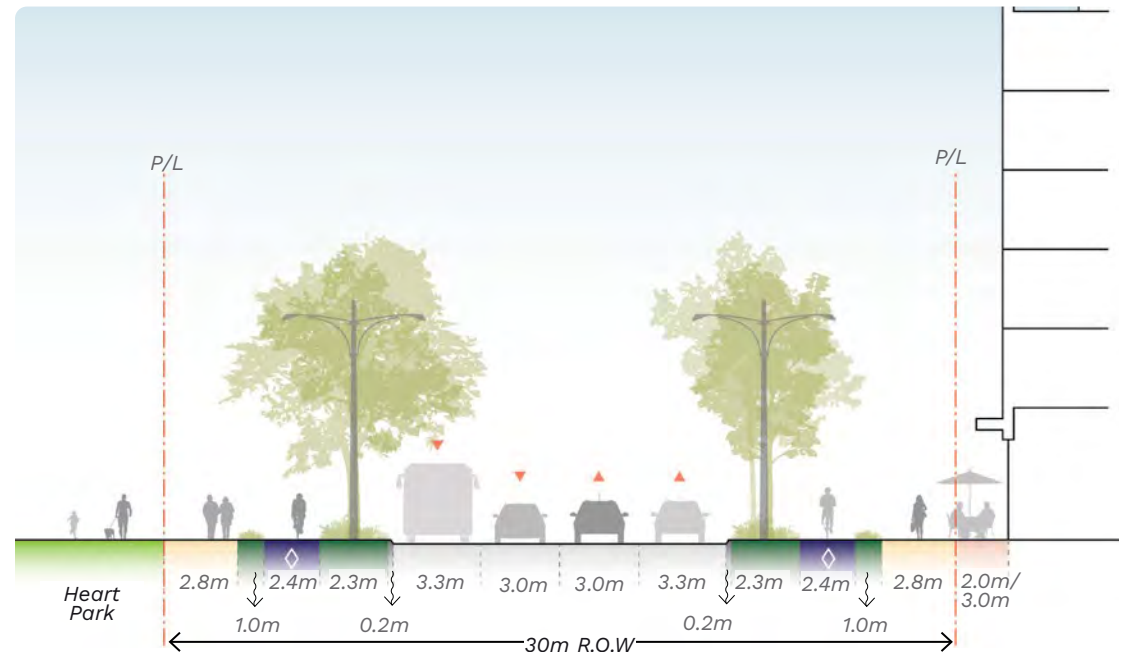


Figure 115: Illustrative cross section of a portion of Dovehouse Avenue Extension. Note: the section may vary as it passes through different areas of the District.

Legend

- Planting/ Green Infrastructure
- Cycle Track
- Sidewalk
- Roadway/Curb
- Setback

DEPOT PASSAGE

The alignment of the Dovehouse Avenue Extension opens up the once-monolithic Depot to the potential for public-facing uses and public realm animation (see Section 5.2). In this area, the expansion joints that separate the Depot’s modules are 80 metres apart. The Dovehouse Avenue Extension requires 30 metres. This creates opportunities to expose elements of the repetitive structure, and with generous set-backs on either side, and to create two unique street frontages.

On the north side there remains an area of approximately 8 metres between the ROW and Depot North. Here, commercial and community uses will animate an elevated urban porch condition. Landscape features will spill out along the Depot Porch, where casual seating for market visitors overlook the underpass below.

On the south side of the street there remains an area of approximately 40 metres between the ROW edge and the expansion joint. There is an opportunity to construct a distinguishable, subordinate and compatible addition to Depot South in a portion of this space. At the corner of the Dovehouse Avenue Extension and Depot Boulevard the Depot Plaza will be created (see Section 4.2.4). As the street slopes towards the underpass, accessible paths will cascade down.

At the eastern end of the passage, before it crosses beneath the rail, accessible ramps on both sides of the street weave up to connect the sidewalks to the Bio Corridor.

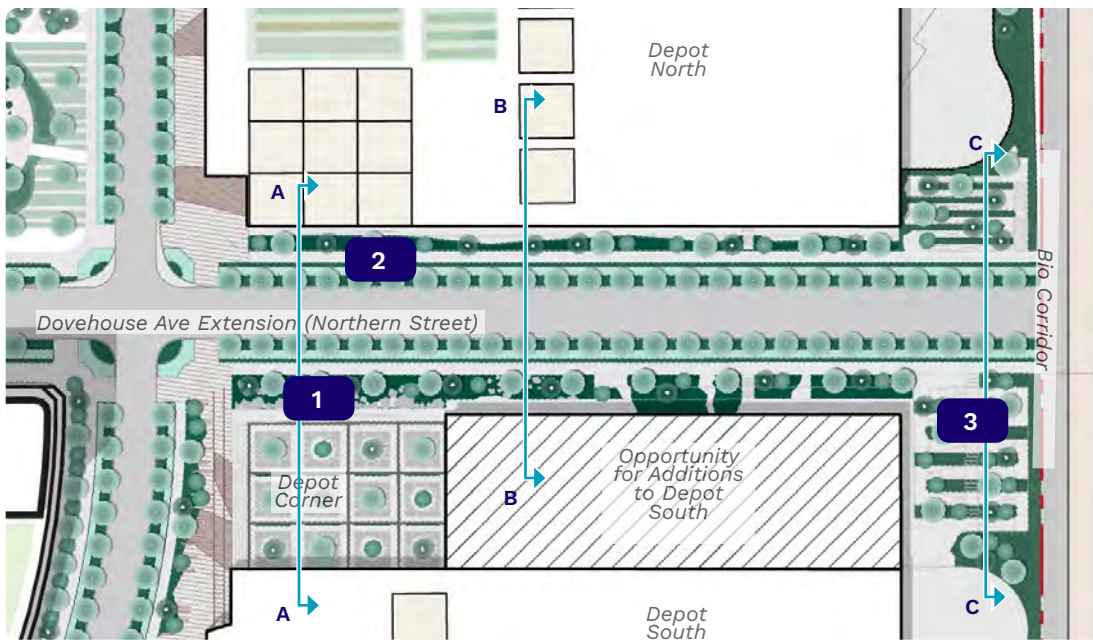


Figure 116: Concept Plan for Dovehouse Avenue Extension as it passes through the Depot Building and meets the underpass. Note: Any addition to Depot South will be the subject of future study.



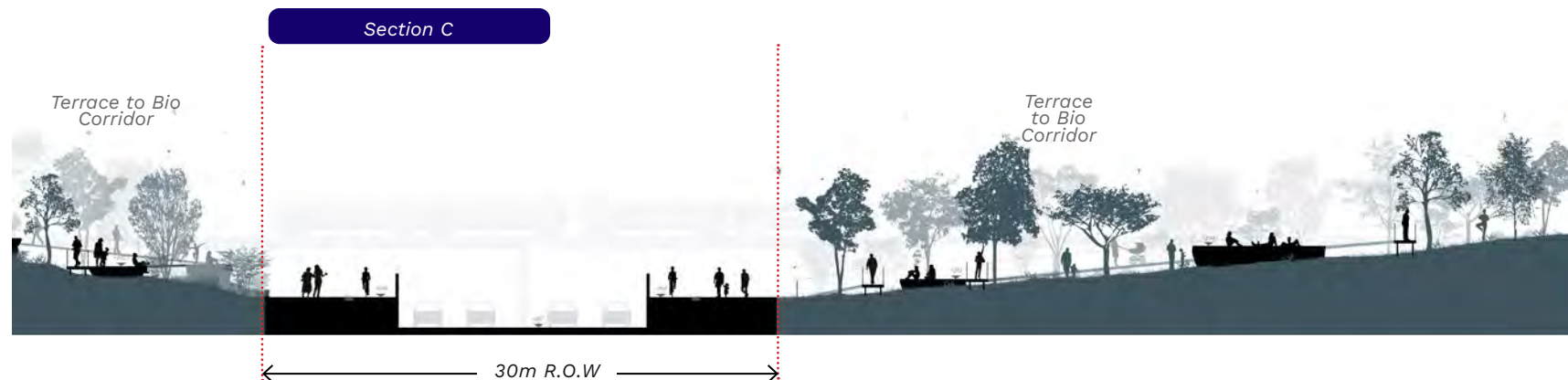
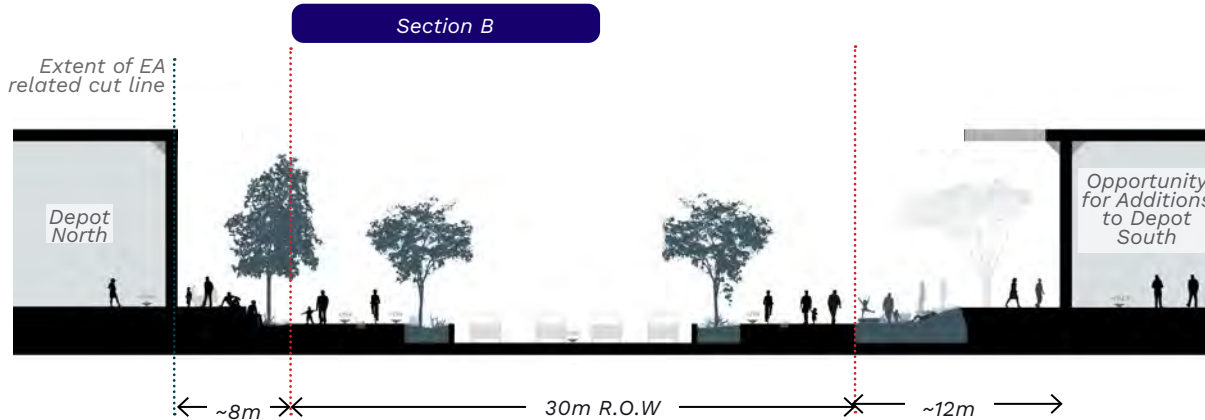
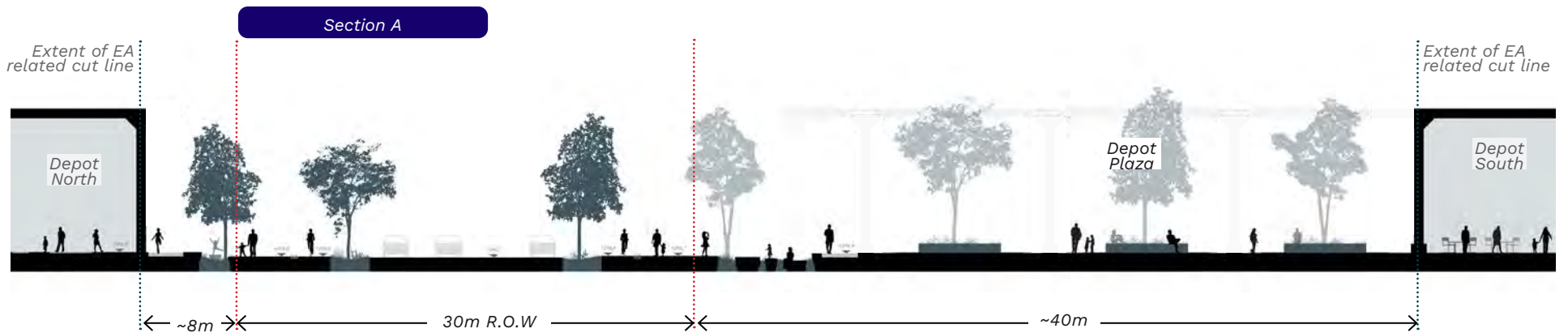
Figure 117: Materials that evoke the industrial legacy of the Depot could form portions of the landscape along the edges of Depot Corner.



Figure 118: An elevated porch on the north side of the street extends from Depot North to overlook the iconic underpass condition.



Figure 119: Cascading landscape areas and weaving paths create accessible connections and dynamic interfaces.



The grades of the Dovehouse Avenue Extension and the relationship between the street and the Depot have been carefully considered as the street passes beneath the rail. Here, the introduction of multiple cascading elements enhances the experience of the Depot, introduces greater moments of animation, allows nature to mingle with the existing structure, and ultimately creates an iconic public realm condition.

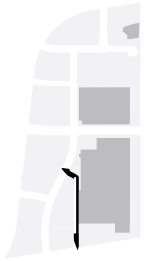
(Note: All public realm and built form interventions shown are conceptual, and should be interpreted as opportunities to be explored).





Conceptual rendering of the Depot Passage

6.2.3 THE DEPOT MEWS



As Depot Boulevard crosses Dovehouse Avenue Extension, its curve veers off the edge of the Depot, offering space for the Depot Mews – a human-scaled commercial corridor that mimics the intimacy and vibrancy of our favourite streets in old city centres.

The Depot Mews is a 16.5-metre wide, curb-less street with two travel lanes and sidewalks. Intermittent lay-by space for pick-up and drop-off, or other flex space, will be included on either side of the roadway, clearly separated from sidewalks by a consistent roll curb, as well as intermittent plantings and bollards.

The Depot Mews provides an opportunity to create a dynamic, active frontage that engages the Depot - a frontage that allows its industrial character to be experienced and celebrated (see Section 5.2). The heritage building, along with reduced setback on the adjacent development block, results in a street with a unique character and narrower profile that is reminiscent of streets in favourite old city centres – Market Street in Toronto’s St. Lawrence neighbourhood or Hamilton Street in Vancouver’s Yaletown. This narrow profile and elements of the street's design will encourage slow vehicle movement, ensuring that it is safe and inviting space.

The Depot Mews is also a key moment along the Ancestor's Trail (see Section 5.1), and there are opportunities to embed Indigenous values, ethics, and meaning into its design. This will give the street its distinctive appearance and help blend the boundaries between the travel lane, sidewalk, and flexible Carl Hall Square and the Depot Plaza public spaces at its northern and southern ends.

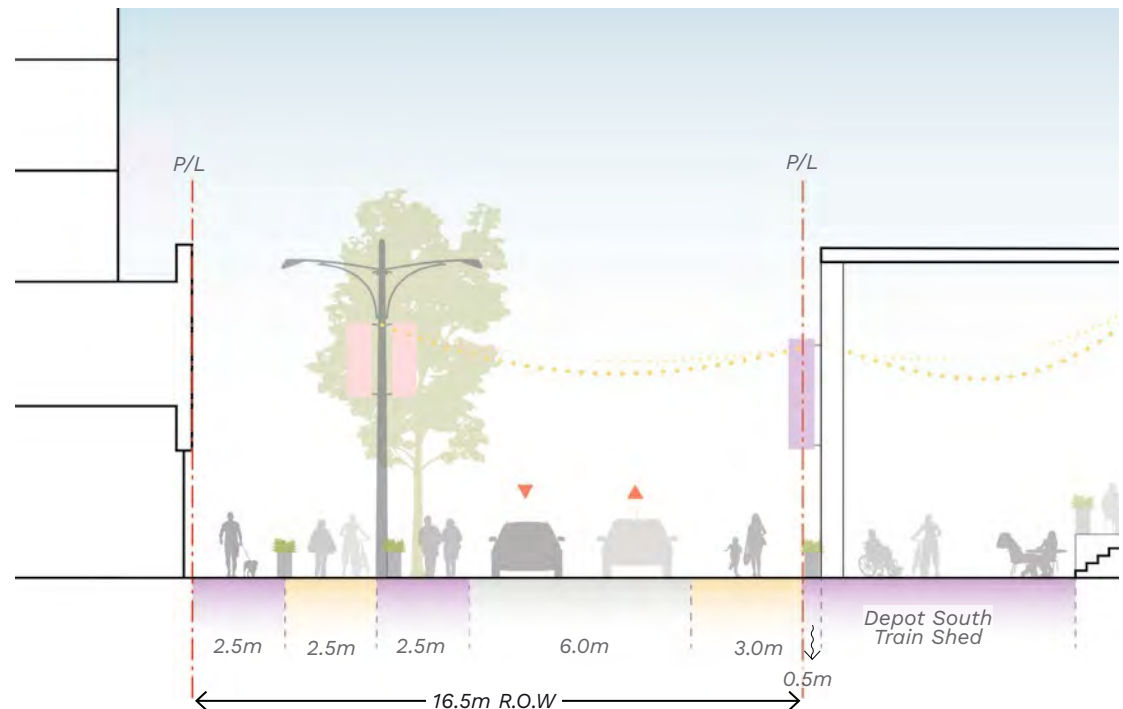


Figure 120: Illustrative cross section of a portion of Depot Mews. Note: the section may vary as it passes through different areas of the District.

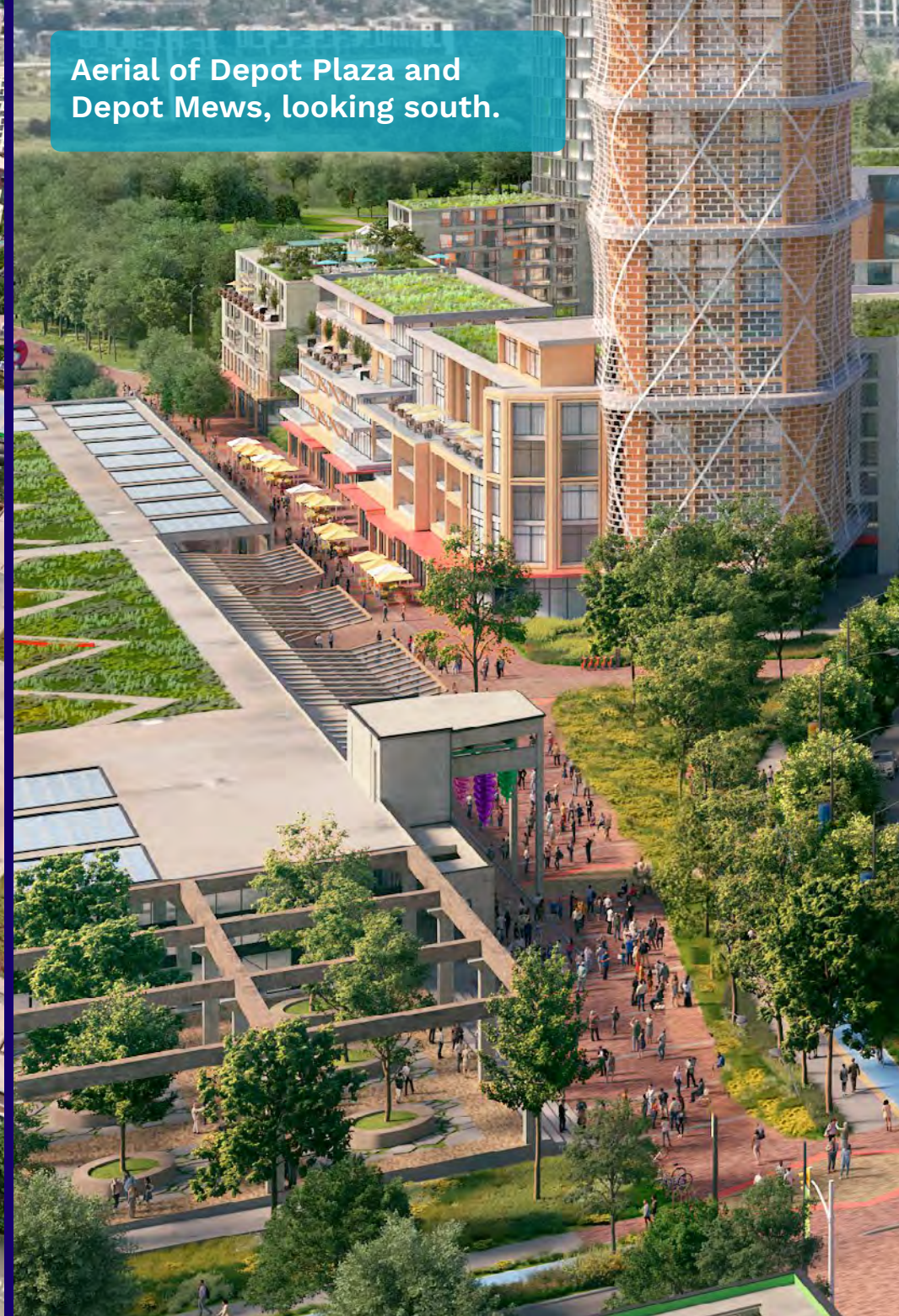
Legend

- Pedestrian Zone
- Roadway/Curb/Buffer
- Flexible Space
- Setback

Aerial of Depot Mews, looking north-west.



Aerial of Depot Plaza and Depot Mews, looking south.



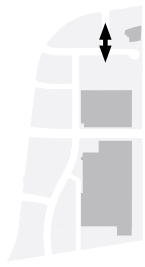




Conceptual rendering of the Depot Mews, looking north.

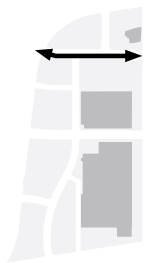
6.2.4 OTHER STREETS

In addition to the key streets highlighted above, there are other streets which serve important connectivity functions within the District.



Vitti Street








A 27-metre wide street with two travel lanes, a turning lane, sidewalks, cycle tracks and bus bays on either side of the road. Vitti Street narrows as it approached the northern intersection. Through the Plan of Subdivision, Vitti Street will be straightened to create more regular development blocks and enhance Transit Square at the entrance to the Downsview Park TTC/GO station.



Tuscan Gate Extension

A 28-metre wide street with two travel lanes, a turning lane, sidewalks, and cycle tracks on either side of the road. Tuscan Gate Extension creates a key linkage for surface transit routes. A 3.5-metre greenway will be provided on the north side of the street, creating a green connection between Sheppard Avenue and the station that will feature a double row of trees and/or green infrastructure and landscaping. This street narrows to 20 metres east of Vitti. Note: Tuscan Gate Extension shares the same cross-section and greenway condition as Depot Boulevard south of Dovehouse Avenue Extension. Please refer to Page 108 for details.

Legend

	Planting/ Green Infrastructure		Bus Bay
	Cycle Track		Transit Shelter
	Sidewalk		
	Roadway/Curb		
	Setback		

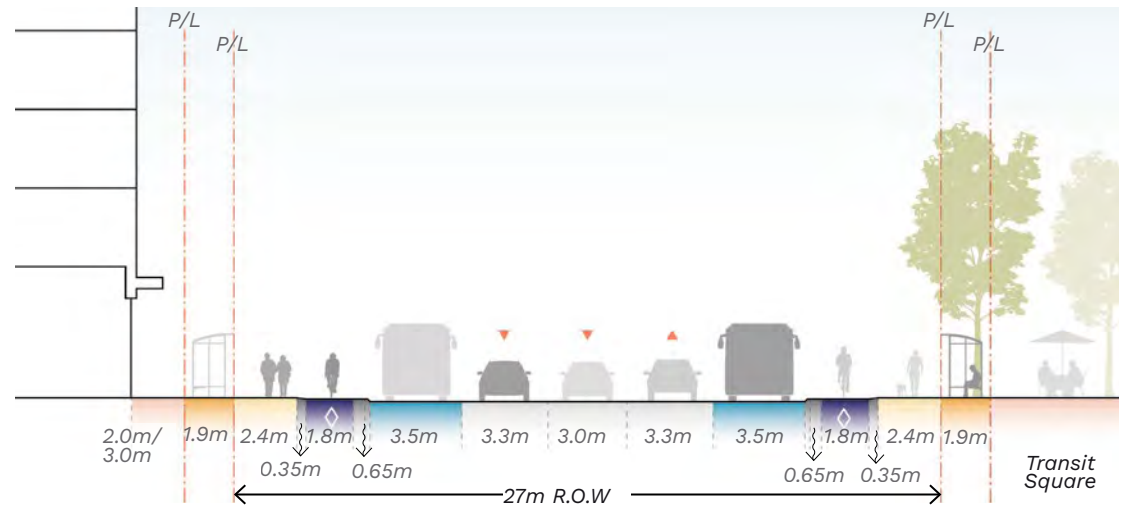


Figure 121: Illustrative cross section of a portion of Vitti Street.
Note: the sections may vary as they pass through different areas of the District.

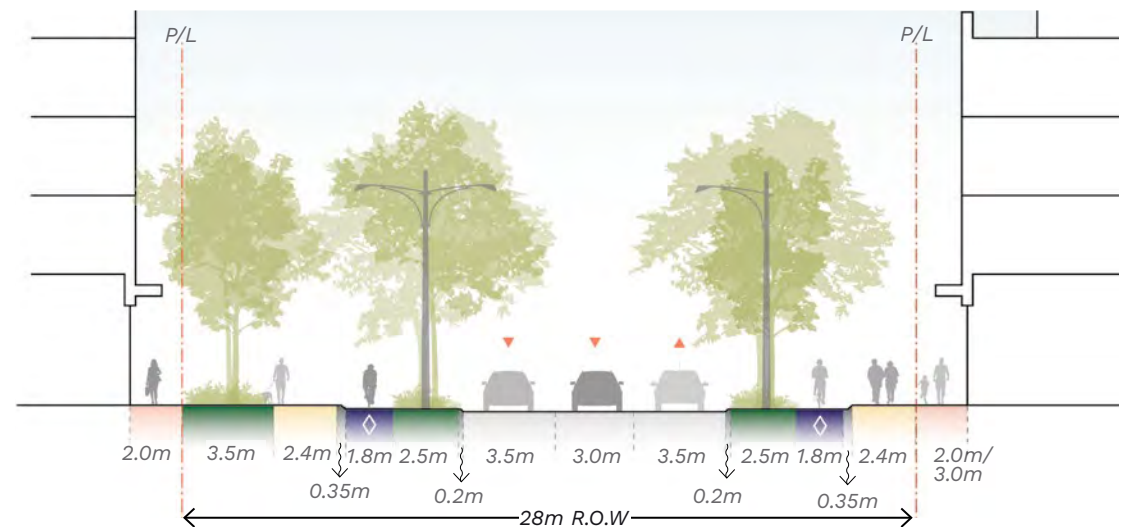
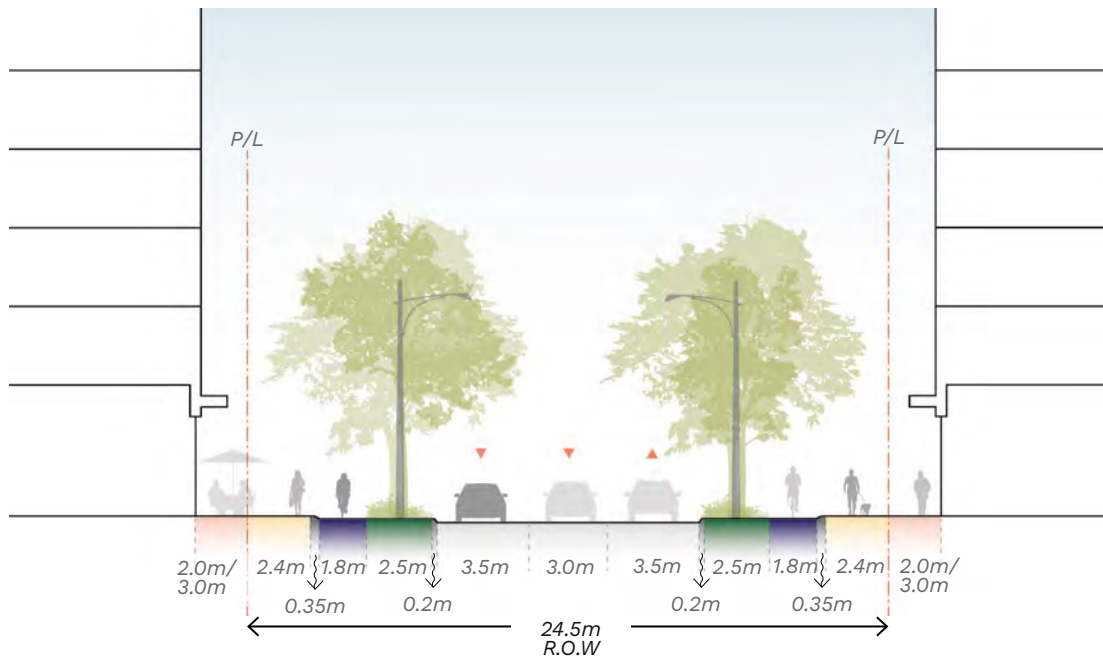


Figure 122: Illustrative cross section of a portion of Tuscan Gate Extension.
Note: the sections may vary as they pass through different areas of the District.



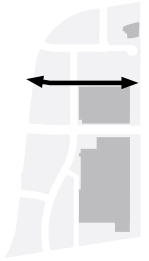
John Drury Drive

John Drury Drive connects Depot Boulevard to Sheppard Avenue West. It is a 24.5-metre-wide street with two travel lanes, a centre turning lane, with sidewalks and cycle tracks on either side of the street.

Figure 123: Illustrative cross section of a portion of John Drury Drive. Note: the section may vary as it passes through different areas of the District.

Legend

- Planting/ Green Infrastructure
- Cycle Track
- Sidewalk
- Roadway/Curb
- Setback



Market Way

This 18.5-metre wide street extends along the northern extent of the Depot North Building and Heart Park, connecting to Sheppard Avenue West. It features two travel lanes, sidewalks on either side, and lay-by space for parking and planting areas. East of Depot Boulevard, Market Way will be a private street.

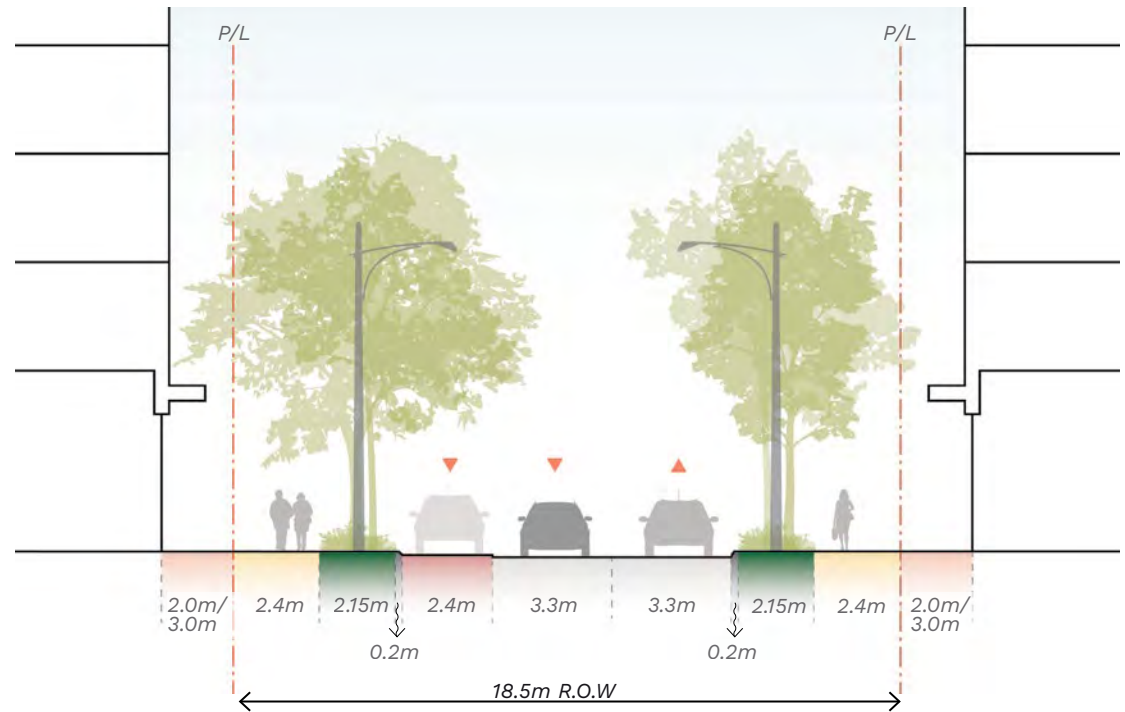


Figure 124: Illustrative cross section of a portion of Market Way. Note: the section may vary as it passes through different areas of the District.

Legend

- Planting/ Green Infrastructure
- Sidewalk
- Roadway/Curb
- Setback
- Parking lane/Curb

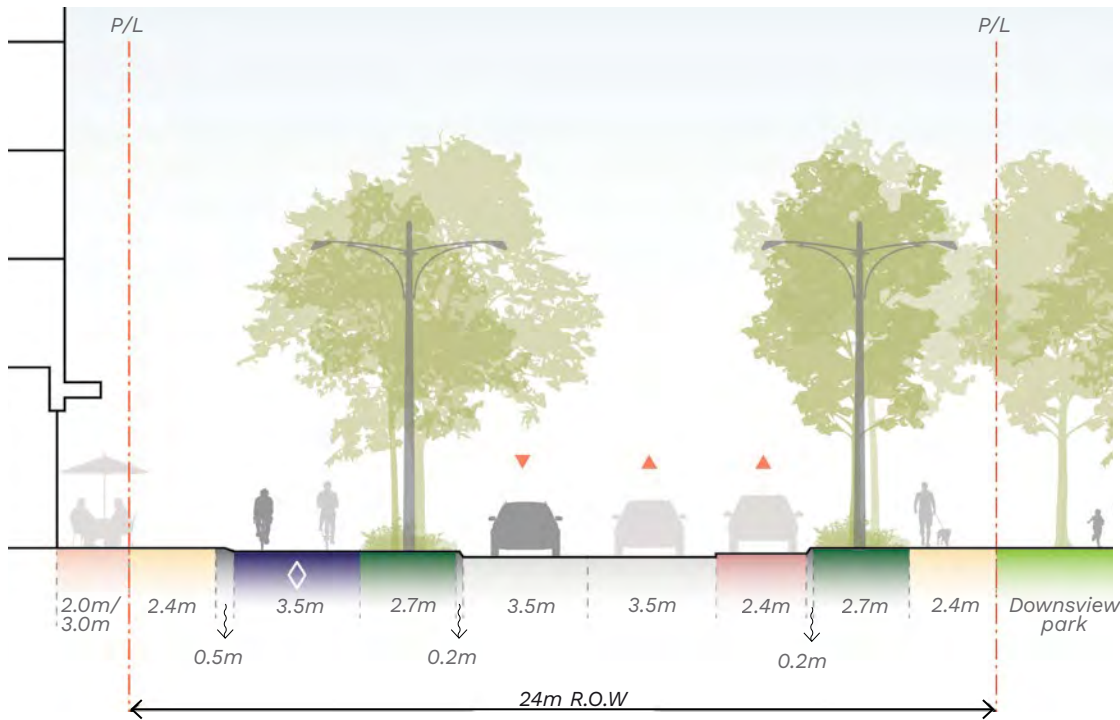


Figure 125: Illustrative cross section of a portion of Carl Hall Road. Note: the section may vary as it passes through different areas of the District.

Legend

- Planting/ Green Infrastructure
- Cycle Track
- Sidewalk
- Roadway/Curb
- Setback
- Parking lane/Curb



Carl Hall Road

The existing Carl Hall Road is currently a private street that runs through CLC's Downsview Park lands. The District Plan proposed updates to the street section to align it with City standards. It will be a 24-metre-wide street with two travel lanes, lay-by parking, sidewalks on either side of the roadway, and a bi-directional bike path on the north side with connections to the Bio Corridor. East of Depot Mews, Carl Hall Road will be retained as a private street.

Note: Sheppard Avenue surrounds the northern and western edges of the District. The District Plan has been developed to provide the intended road widening, identified in the City's Official Plan to support the construction of the 36-metre ROW.

6.3 Active Mobility Network

The pedestrian and cycling network promotes a healthy, active community – connecting people to destinations throughout the District and beyond.

Downsview West prioritizes pedestrian and cyclist safety within the street network, but also leverages the generous and interconnected open space network to create approximately 600m of off-street active mobility options. Taking into account the fine-grained grid system and frequency of mid-block connections (generally every 80 metres), Downsview West’s active mobility network encourages healthy and sustainable travel behaviour by ensuring walking, rolling, and cycling are the most convenient way of accessing daily needs.

Cycling Network

The District will feature continuous cycling routes on all major and local streets, designed to include both dedicated and shared cycling paths to ensure cyclists’ safety. The Bio Corridor will provide an off-street link between Downsview Park Station and Carl Hall Road, potentially bridging over the Dovehouse Avenue Extension. Dedicated cycling tracks will be available on Dovehouse Avenue Extension, Tuscan Gate Extension, Depot Boulevard, John Drury Drive, Carl Hall Road, and Vitti Street. Protected intersection design practices have been followed throughout the District to improve cyclist safety, including raised curb features and turning radii that ensure cars are perpendicular to bike routes when turning.

Bike share stations will also be distributed throughout the District. These stations will be planned as e-charging stations from the outset to accommodate conventional and electric bikes.

Pedestrian Network

Pedestrians will benefit from an interconnected network of on- and off-street routes that link existing and future communities and destinations. Sidewalks and mid-block connections enhance the streetscape, support thriving retail environments, and foster community interaction, including both physical and visual links to the Depot, the Arbo Woodlot, and Downsview Park. Additional active transportation connections are proposed through greenways, parks, and open space paths.

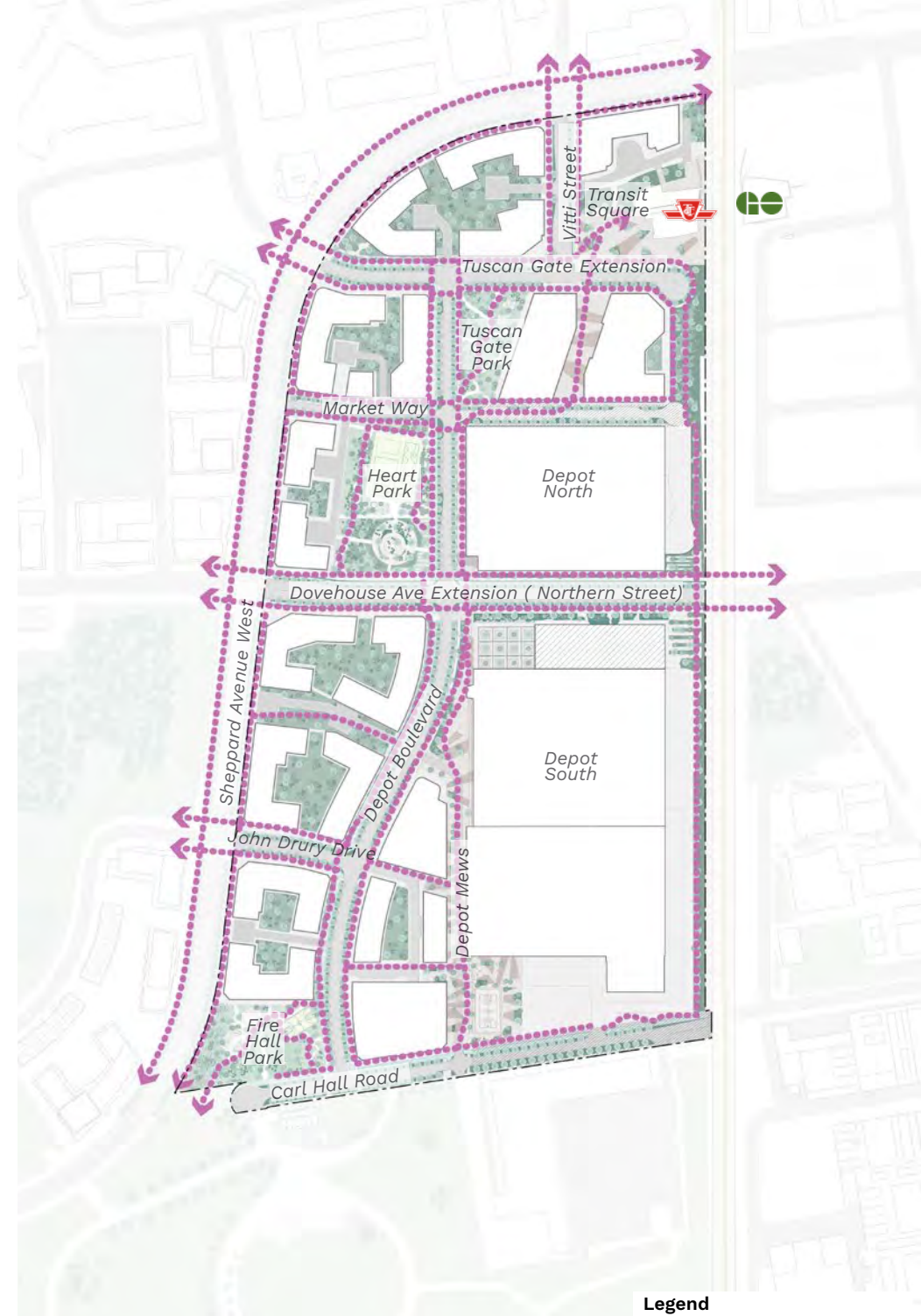


Figure 126: Downsview West’s active mobility network.

Legend

— Active Mobility Network

EXTENDING THE DOWNSVIEW PARK CIRCUIT PATH TO DOWNSVIEW PARK STATION

The Bio Corridor and greenways along Depot Boulevard and Tuscan Gate Extension extend Downsview Park's Circuit Path into the District, creating a nature-rich loop between Downsview Park and the station.



Figure 127: Downsview Park Circuit Park.

The Downsview Park Circuit Path is a journey through nature and a beloved park feature that hosts thousands of visitors year-round. The District Plan includes active mobility features that extend this beloved feature into Downsview West.

- The Bio Corridor runs along the east boundary of the District and includes a shared active mobility path for cyclists and pedestrians. A potential bridge across the Dovehouse Avenue Extension is being studied to establish a direct connection between the station and the park (see Section 4.2.7).
- The greenways along Tuscan Gate Extension and Depot Boulevard - together with the pathways of Tuscan Gate Park, Heart Park, and Fire Hall Park - offer a landscaped connection between the station and Downsview Park.



Figure 128: The District Plan will extend the off-street experience of the Downsview Park Circuit Path into the District.

6.4 Transit Network

65% of the District's population is located within 500 metres of the Downsview Park TTC and GO Station, making Downsview West a truly transit-oriented community.

Downsview West hosts access to the Downsview Park TTC and GO Station. This unparalleled access will provide the District's residents with 15-minute travel times to Vaughan Metropolitan Centre, and 20-minute travel times to Union Station in Downtown Toronto.

The District's street network has also been designed in collaboration with the TTC to accommodate appropriate surface transit routes. Proposed bus routes will connect the new neighborhoods to the surrounding transit network, promoting ridership both to and from the Downsview Station TTC station. Future bus routes will improve connectivity by integrating with the existing route along Sheppard Avenue West, linking the District to other key areas in northern Toronto. These routes will ensure that residents and visitors have efficient and convenient access to public transportation, increasing travel options overall, and reducing reliance on private automobiles.

Bus stops will be strategically placed throughout the District to ensure all areas are easily accessible by public transit. The exact locations of stops will be determined based on community needs and future detailed transit studies, ensuring optimal coverage and service efficiency.

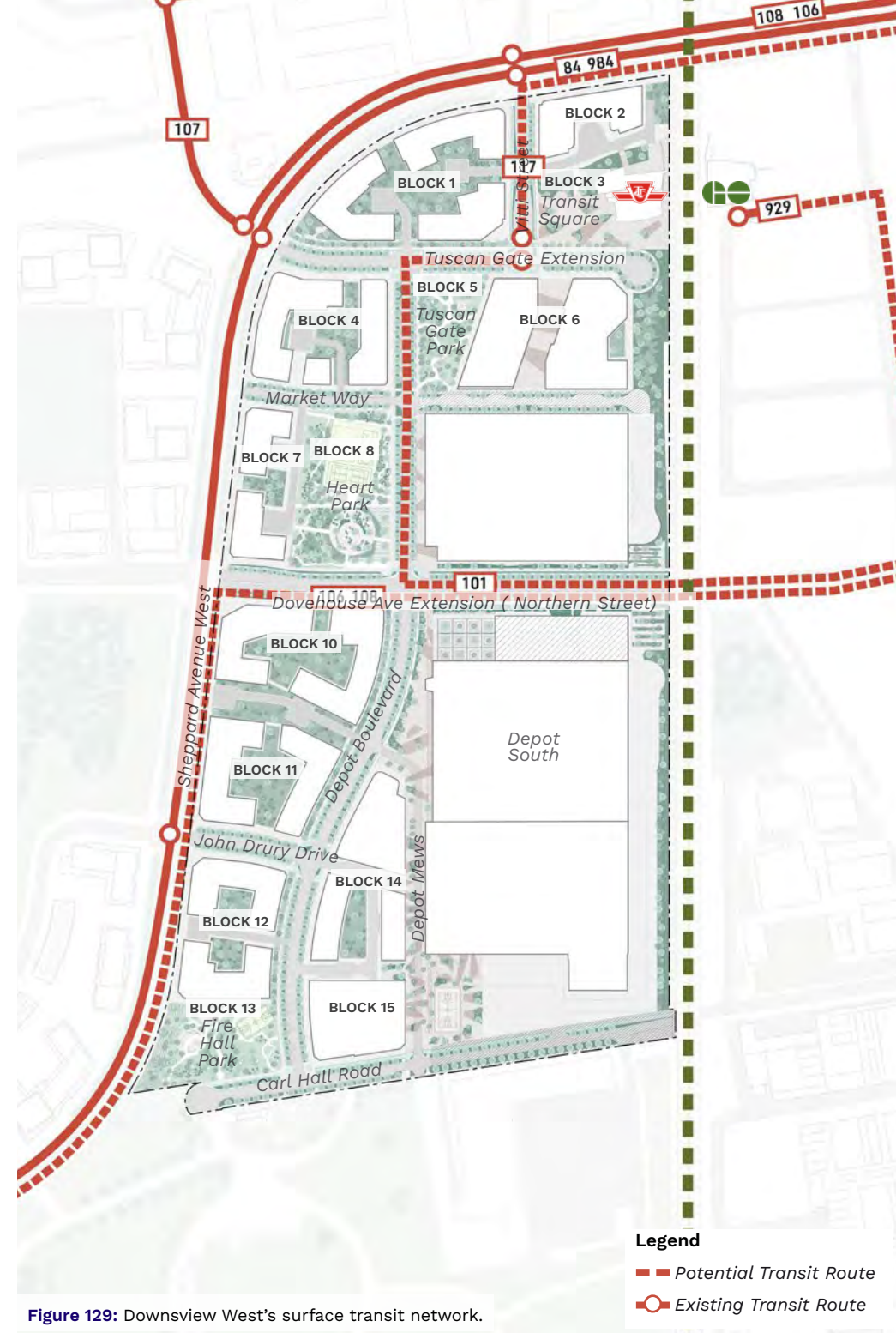


Figure 129: Downsview West's surface transit network.

6.5 Mobility Hubs

Downsview West's includes two mobility hubs, which bring together multiple modes to improve the mobility experience for pedestrians, cyclists and transit users.

A mobility hub is a central location where multiple modes of transportation meet. The strategic placement of mobility hubs can facilitate easy transfers between various modes of transportation, ensuring a cohesive and integrated travel experience throughout the District. These hubs can also be designed to include amenities and services that enhance the integration between modes, and to promote a seamless travel experience for individuals.

There will be two mobility hubs in Downsview West: a Primary Hub at Downsview Park Station and a Secondary Mobility Hub at the entrance to Downsview Park along Carl Hall Road. The Primary Mobility Hub is a central component to the transportation network, designed to integrate multiple modes of transportation to and from the Downsview Park Station. The Secondary Mobility Hub is designed to cater to local travel needs, enhancing accessibility and convenience to and from Downsview Park.

Some of the features of mobility hubs in Downsview West may include:

- Access to subway, GO rail, and local bus routes
- Access to dedicated off-street pedestrian and cyclist paths
- Bike parking and bike-share stations
- Parking Facilities
- Car-Share Services
- EV Charging Stations

The design of mobility hubs will be resolved through future planning applications, but the TTC, Metrolinx and Bike Share Toronto have already been engaged in discussions regarding the location of bus stops and bike-share stations, bike parking requirements, and PUDO requirements.



Figure 130: Downsview West's mobility hubs.

6.6 Site Access and Servicing

To reduce the impact of access, servicing, and parking on the public realm and create additional opportunities for at-grade animation and green space, the District advances a consolidated block strategy.

Just as Downsview West's grid network has been deliberately designed with consideration for intersection and signal spacing, so too has the site access strategy been designed to minimize interruptions to the mobility network, enhance active mobility connectivity, and to contribute to the public and private realm.

The strategy begins with a consolidated block strategy, which minimizes sidewalk interruptions. The locations of consolidated access points have then been deliberately spaced to consider proximity to nearby intersections and relationship to other public realm features.

Access driveways will also function as public mid-block connections, contributing to the fine-grained active mobility network, and be designed as greenways: with pavement treatments that slow vehicle travel, generous plantings, and green infrastructure elements to support stormwater management.



Figure 131: Driveways may incorporate permeable paving techniques and generous landscaping, or be designed as woonerf-style connections, contributing to the public realm.

PARKING STRATEGY

The intention at Downsview West is to leverage immediate access to higher-order transit and a rich network of active mobility connections to encourage sustainable travel behaviour, consistency with the mode-split targets of the MESP, and thereby minimize the use of private automobile. Downsview West's parking strategy looks to reinforce this overall objective by minimizing long-term supply.

The intention is to deliver one level of below-grade parking for Phase 1 areas (those south of the Dovehouse Avenue Extension). The consolidated development parcels at Downsview West result in more efficient below-grade parking layouts. This results in an overall parking supply below the prevailing market average within North York and much more consistent with development in Downtown Toronto. The parking strategy for those District areas north of Dovehouse Avenue Extension will be reviewed as those blocks are developed.

Parking spaces for residential units will come on-line as development advances, but there is already existing demand for parking on-site: the non-residential uses within the Depot Building, in particular the film and market uses. To address this demand, undeveloped parcels will provide parking for non-residential uses as development advances.

By minimizing parking supply and limiting the extent of below grade parking, development at Downsview West will be more sustainable and resilient.

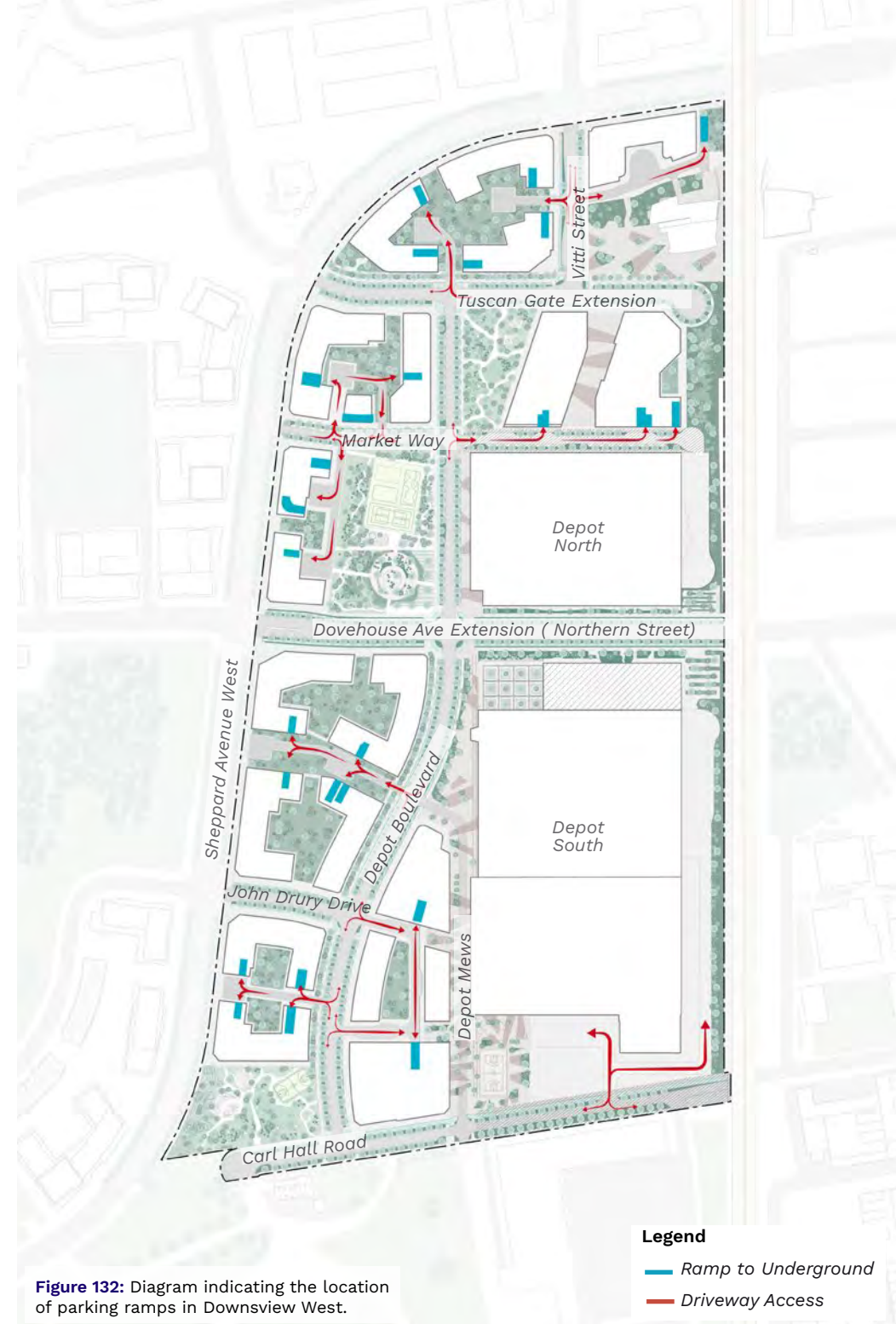


Figure 132: Diagram indicating the location of parking ramps in Downsview West.

7.0

Sustainable Urban Systems

This chapter provides an overview of the infrastructure services that support the development of the District and summarizes how these elements are associated with the District Plan’s environmental sustainability ambitions.



7.1 Low Carbon by Design

Downsview West has been designed as a low-carbon community, considering both operational and embodied carbon.

Neighbourhood structure, built forms, green infrastructure, and infrastructure systems all have a direct impact on the performance and long-term resilience of our communities. Planning for new communities at Downsview West provides an opportunity to consider these elements holistically, supporting a reduced carbon footprint while also advancing broader climate resilience objectives.

Our carbon footprint is made up of both operational and embodied carbon. Operational carbon are emissions that are emitted by our buildings, energy systems, and mobility networks as they are in-use. But there are also carbon emission associated with all of the activities required to create our communities. Minimizing this embodied carbon requires consideration for the full life-cycle of the materials necessary to support our communities.

Downsview West has been designed with consideration for both minimizing operational and embodied carbon and supporting a resilient public realm. This thinking has influenced the integrated land use and mobility strategy, the energy strategy, the approach to built form, the green infrastructure and stormwater management strategy, and the earthworks approach.

DESIGNING FOR TRANSIT-ORIENTED COMPLETE COMMUNITIES



Figure 133: Brentwood Mall, Burnaby, BC.

Downsview West residents will be at most a 10-minute walk from a higher-order transit, and will live in neighbourhoods where most daily needs can be met by non-auto modes, significantly reducing mobility-related carbon emissions.

DE-CARBONIZING ENERGY



Figure 134: Exploring on-site renewable energy.

Canada Lands is engaging Toronto Hydro regarding access to their low-carbon electricity supply. Additional opportunities to reduce the emissions associated with energy are being explored, such as on-site renewable energy, heat recapture options, thermal networks, and other decentralized approaches. The District is targeting net-zero operational carbon by 2040.

PRIORITIZING GREEN INFRASTRUCTURE



Figure 135: University of Pennsylvania Shoemaker Green.

The District Plan’s approach to managing stormwater prioritizes surface-based green infrastructure, and leverages open spaces during major events to capture and retain run-off. This approach reduces the total carbon footprint associated with stormwater management as it significantly reduces the total piped infrastructure requirement. For more information see Section 7.2 below.

CONSIDERING SOIL BALANCE



Figure 136: Re-grading soil within the site.

Development of the District Plan will require re-grading, including areas of excavation for infrastructure and efficient consolidated parking blocks, but minimizing off-site soil disposal is a key component of the overall grading strategy.

ENCOURAGING SUSTAINABLE BUILDING PRACTICES



Figure 137: Hines' T3 Bayside, a mass timber creative office space on Toronto's eastern waterfront.

Development will target TGS Tier 3 Version 4 at the time of the District Plan submission which is aligned with the City’s goal of achieving near net zero buildings by 2040.

7.2 Stormwater Management Approach

Green Infrastructure will be woven throughout Downsview West to support stormwater management and improve micro-climate conditions, ecosystem health, and recreational functionality.

The District Plan's approach to stormwater management advances a decentralized stormwater management strategy, prioritizing the use of surface- and nature-based solutions and green infrastructure in the public realm.

During everyday and frequent rain events, rain will be managed where it falls:

- in the setbacks, on the green roofs, in the courtyards and the landscape features of **private development**
- in the boulevards along the **streets**
- within the **parks and POPS**

During the most extreme storms, the District's most permeable areas – its parks and open spaces – may be leveraged for short-term storage and retention.

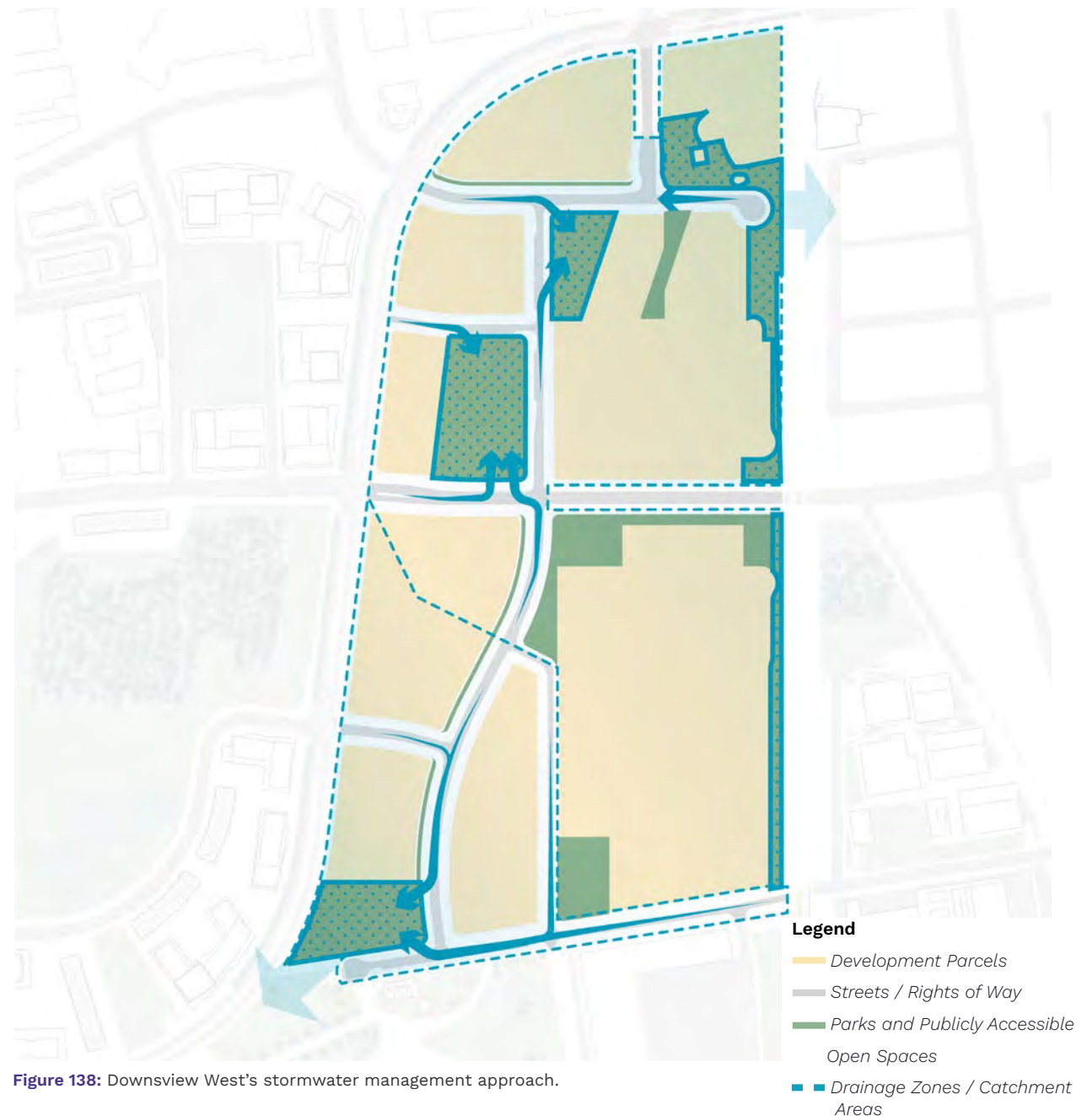


Figure 138: Downsview West's stormwater management approach.

THE BENEFITS OF DECENTRALIZED STORMWATER MANAGEMENT

Downsview West's decentralized stormwater management system will meet and seek to exceed the City of Toronto's water quality and quantity standards, including the principles of the Wet Weather Flow Management Guidelines. This will be accomplished while delivering additional benefits.



Figure 139: Children playing in the Adams Elementary Rain Garden by Berger Partnership.

Capturing rain where it falls helps us reconsider water as a resource to be cherished, rather than a condition to managed: something that nourishes plantings and the lands' rich natural character.



Figure 140: Stormwater overwhelming the stormwater management infrastructure in Toronto 2024.

Leveraging green infrastructure means reducing our reliance on conventional grey infrastructure, which is more carbon intensive, and building resilience to climatic shocks or floods.



Figure 141: Gronningen-Bispeparken by SLA, Copenhagen, Denmark.

Taking advantage of parks and larger open spaces for temporary water retention reduces the demand for land intensive, single-use stormwater management ponds, resulting in a more generous quantity of publicly accessible open spaces.

7.3 Stormwater Treatment Train

Through a treatment train approach, development sites, privately-owned public space, streets, and parks all contribute to stormwater management at Downsview West.

Downsview West's treatment train is divided into three layers, and each will implement best practices in green infrastructure design.

Each layer of the treatment train will manage water at its source and achieve the City of Toronto's water quality, runoff volume control, and water balance requirements. The proposed grading of the public realm will also complement this approach by directing rainwater runoff overland into features designed for retention and infiltration along the treatment train.

Conceptual designs for Heart Park, Tuscan Gate Park, Fire Hall Park, and the various POPS and publicly accessible open spaces demonstrate their potential role within the broader treatment train. Through continued work with the City of Toronto, designs for the three public parks will be advanced, with specific consideration for how water can contribute to the quality and character of the public realm, without compromising their functionality as spaces for community gathering and recreation.

FIRST LAYER: DEVELOPMENT PARCELS

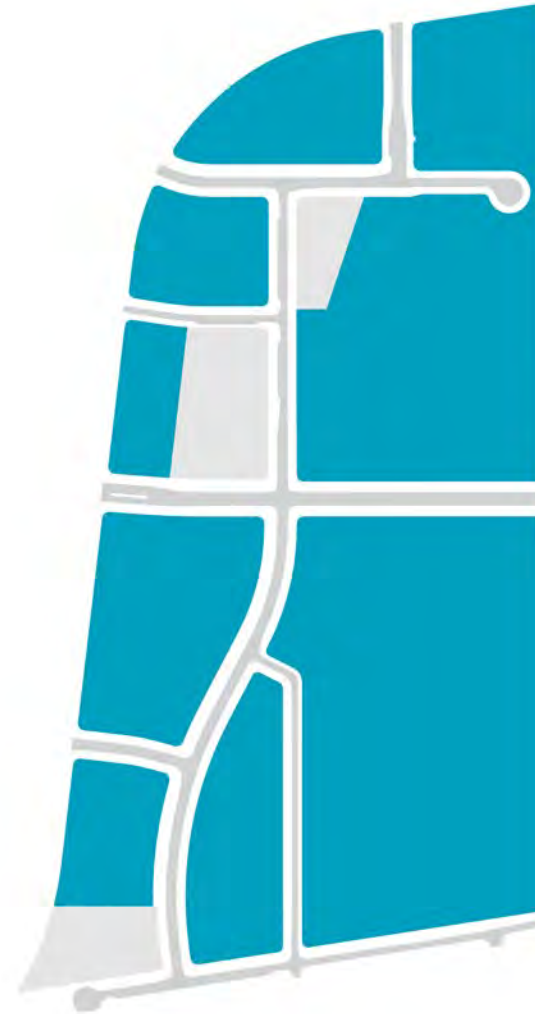


Figure 142: Downsview West's development parcels.

Private developments capture all rainwater runoff from a 25 mm storm event. Green infrastructure measures may include green roofs, permeable hard surfaces, bioretention cells, bioswales, or continuous tree pits.

SECOND LAYER: STREETS / RIGHTS OF WAY

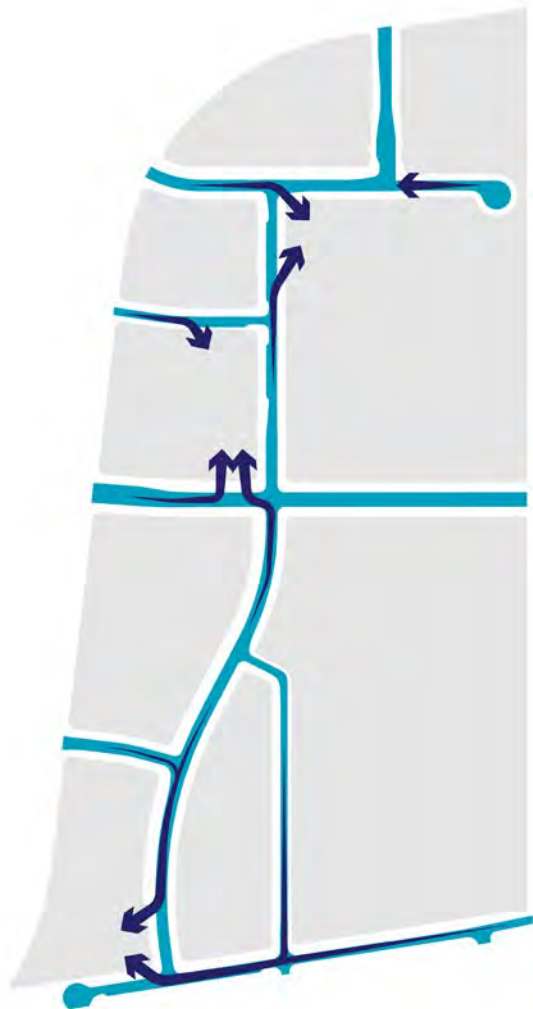


Figure 143: Downsview West's rights of way.

Control measures within the streets and boulevards mimic the functions of a natural hydrological cycle: attenuating, filtering and infiltrating at-source. These practices – including bioswales and green gutters – will contribute to safe capture and conveyance of overland flows.

THIRD LAYER: PARKS AND OPEN SPACES



Figure 144: Downsview West's parks, POPS, and publicly accessible open spaces.

Parks and designated POPS will be activated once the first two layers have exceeded their storage capacity. These events are considered extremely rare.

7.4 Expanding the Urban Tree Canopy

Downsview West will contribute to the City's identity as a City within a Park by introducing 1,300 new trees, and targeting a tree canopy coverage of 30%.

The City of Toronto has been called “a city within a park” in recognition of its extensive natural amenities, in particular its ravine network. Though over 60% of the City's trees are located on private lands, the city's generous tree canopy is a shared resource that provides multiple benefits, including: improved air quality through filtration; mental health benefits; improved micro-climates; reduced energy costs; increased shade; reduced surface temperatures; and mitigation of urban heat island effects. Recognizing these important benefits, the City set the ambitious target of expanding the urban tree canopy from approximately 28% to 40%.

The soil volume requirements for the District per City of Toronto are approximately 20,900 m³, sufficient for just under 700 trees. To align with the City's tree canopy objectives, the District will target 1,300 new trees, distributed across the public realm, in parks, street boulevards and greenways, POPS, and private open spaces. This is equivalent to a tree canopy target of 30% across the District Area (excluding the Depot, TTC station, and Metrolinx lands).

Strategies employed at Downsview West to support this ambitious target include the following:

- Downsview West's private courtyard typology unlocks additional opportunities for landscaping and makes it easier to achieve appropriate soil volumes: all trees will be supported by at least 30 m³ of soil, per City of Toronto requirements. To accommodate appropriate soil volumes and address at-grade stormwater management requirements, courtyards will have a clear depth of approximately 1.2 metres.
- The Bio Corridor will be an intentionally nature-rich landscape, with significant planting areas along its length.
- 3.5-metre-wide greenways along portions of Tuscan Gate Extension and Depot Boulevard provide space for a double row of trees.

The future design of Downsview West's public parks is an opportunity to improve micro-climatic comfort and environmental performance more broadly, which could include the expanded use of climate-resilient plantings, permeable surfaces, and increased shade opportunities.

DEVELOPMENT PARCELS AND OPEN SPACES



Figure 145: Downsview West's tree canopy in development parcels.

The District Plan targets 635 trees planted across development parcels and publicly accessible open spaces, resulting in a canopy of 29% across private lands.

STREETS/GREENWAYS

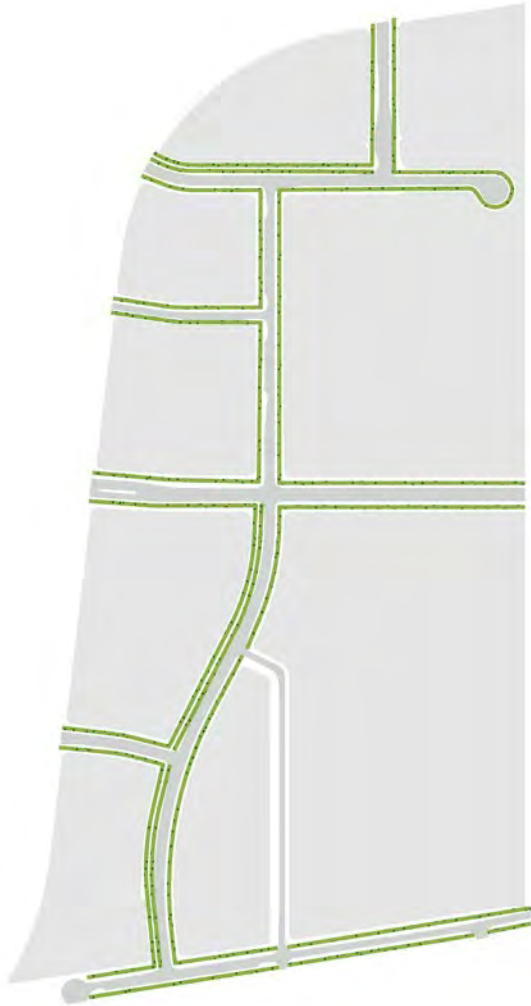


Figure 146: Downsvie West's tree canopy along street boulevards.

The District Plan targets 430 trees planted throughout the street boulevards, resulting in a canopy of 38% across the ROWs.

PARKS



Figure 147: Downsvie West's tree canopy in parks.

The District Plan targets 281 trees planted throughout the parks, resulting in a canopy of 68% across the parks.

7.5 Servicing Development

The conceptual street sections prepared for Downsview West have all been designed to consider infrastructure requirements.

The design of the Rights of Way (ROWs) at Downsview West have been considered comprehensively. All utilities can be efficiently accommodated, including green infrastructure within the dedicated landscape and planting areas. Where street trees are envisioned, appropriate soil volumes can be delivered to ensure healthy tree growth: all streets within the District will use soil cells to deliver pedestrian-scaled streets while still supporting City Nature.

Conceptual street sections for both a 24.5-metre ROW and a 28-metre are provided to illustrate how utilities may be organized. Both sample sections provide adequate space to accommodate utilities, green infrastructure, and soil volume requirements. Wet utilities (sanitary, storm, water) will follow standard configurations and clearance standards of the City of Toronto. Dry utilities (hydro, telecommunications) will be integrated within joint-use trenches beneath sidewalks, and may be integrated alongside soil-cells in certain conditions.

To address site access, mobility and infrastructure requirements, portions of the landscape and green infrastructure areas will be discontinuous. These green infrastructure interruptions have been considered at the scale of the District, but their designs will be refined through future analysis.

Conceptual 24.5-Metre Wide ROW Section

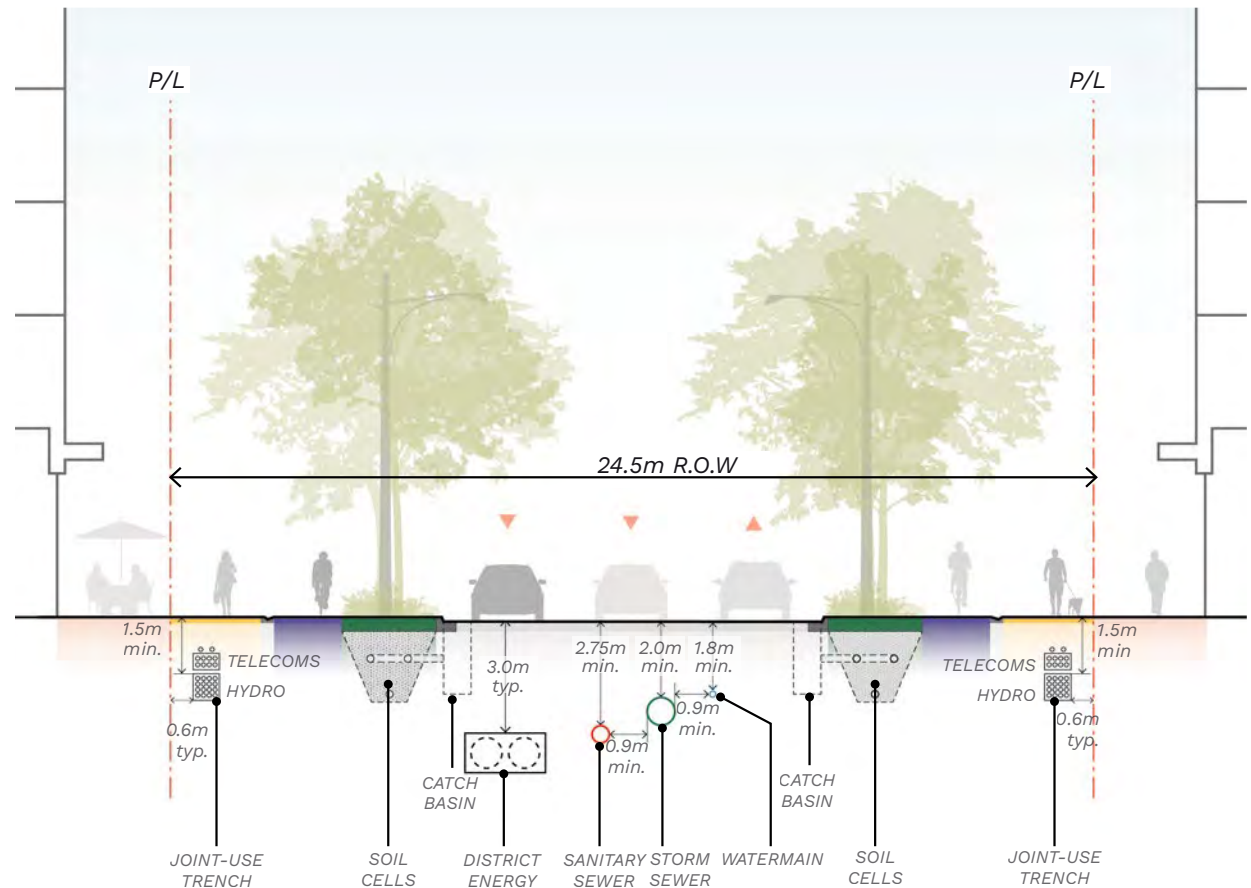


Figure 148: Conceptual 24.5 metre right-of-way showing potential underground infrastructure.

Conceptual 28-Metre Wide ROW Section

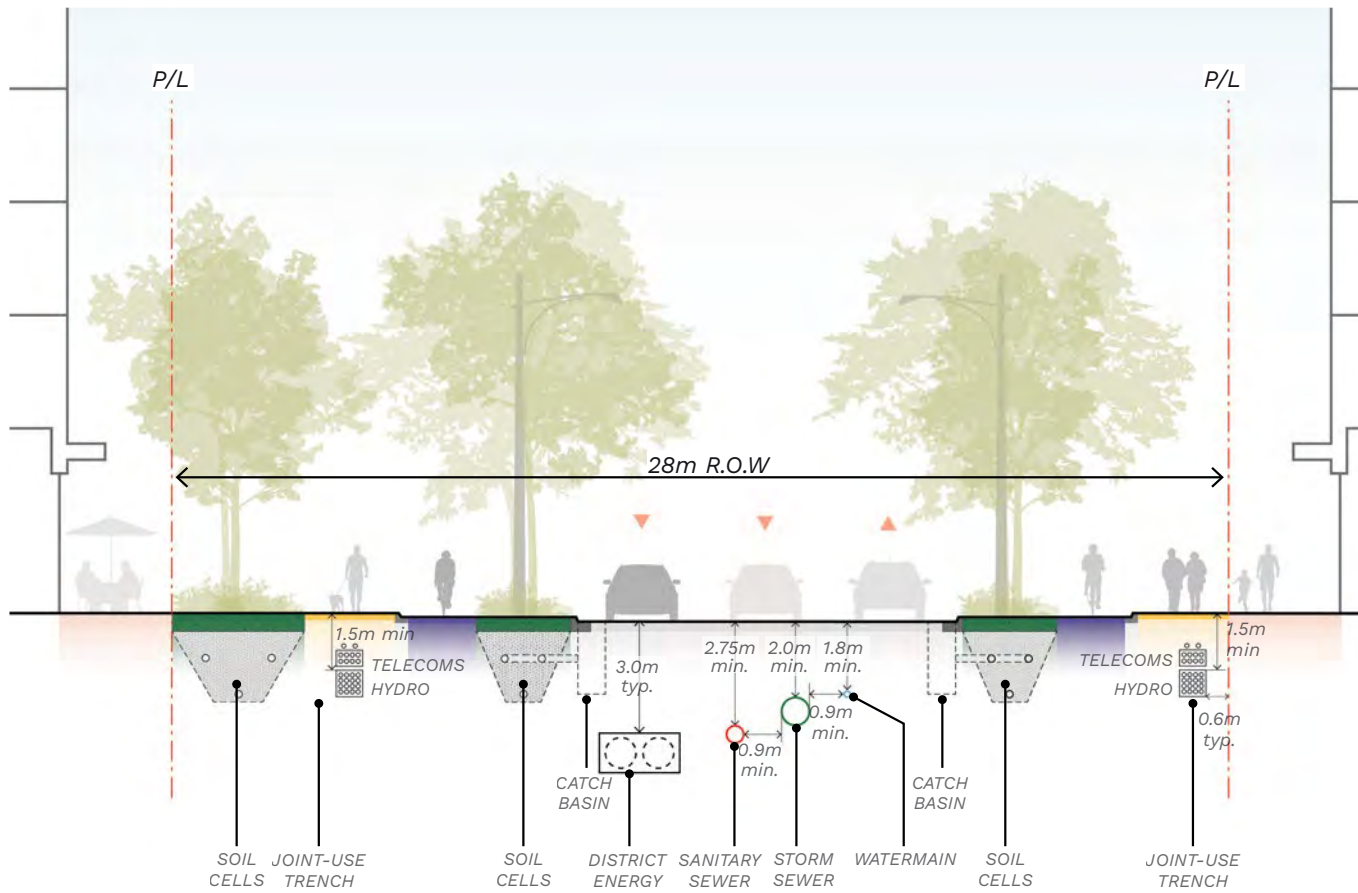


Figure 149: Conceptual 28 metre right-of-way showing potential underground infrastructure.

8.0

Implementation

This chapter summarizes how development will be phased to support the orderly and efficient creation of complete communities.



8.1 Phasing

Development across Downsview West is anticipated to occur over approximately 15 years, with flexibility embedded in later phases to respond to evolving market conditions and infrastructure priorities

Downsview West will evolve through a carefully coordinated phasing strategy designed to align development with infrastructure delivery, community services, and market demand. Development across Downsview West will generally progress from south to north. Beginning in the south of the site allows new residents immediate access to Downsview Park and aligns with the first phase of development across Sheppard Avenue at Arbo, reinforcing a new cluster of community close to Keele and Sheppard and helping to activate Carl Hall Road. The phasing framework is intended to:

- Align infrastructure delivery with development needs;
- Coordinate parks, schools, daycare, and community services with population growth;
- Support a logical and contiguous build-out pattern;
- Maintain flexibility to respond to future market conditions and infrastructure priorities.

Although located outside the Downsview West District boundary, 35 Carl Hall Road has been identified by the TDSB as a preferred location for a future elementary school and potential daycare facility, both of which would benefit from direct access to Downsview Park and the Bio Corridor connection to the TTC station.

The introduction of Dovehouse Extension will divide the existing Depot Building into Depot North and Depot South and create new public-facing frontages integrated with the surrounding open space network. These improvements are anticipated to include Carl Hall Square, Depot Plaza, and enhancements to the Bio Corridor, strengthening active mobility connections between the TTC station, Carl Hall Road, and Downsview Park. The timing of these interventions remains uncertain and will depend on the identification of a development partner for the Depot and on broader market conditions and discussions with the EA Team around the delivery of the eastern segment of Dovehouse Extension.

An interim multi-use pathway connection to the TTC station will also be introduced during each phase to maintain pedestrian and cycling access through the site.

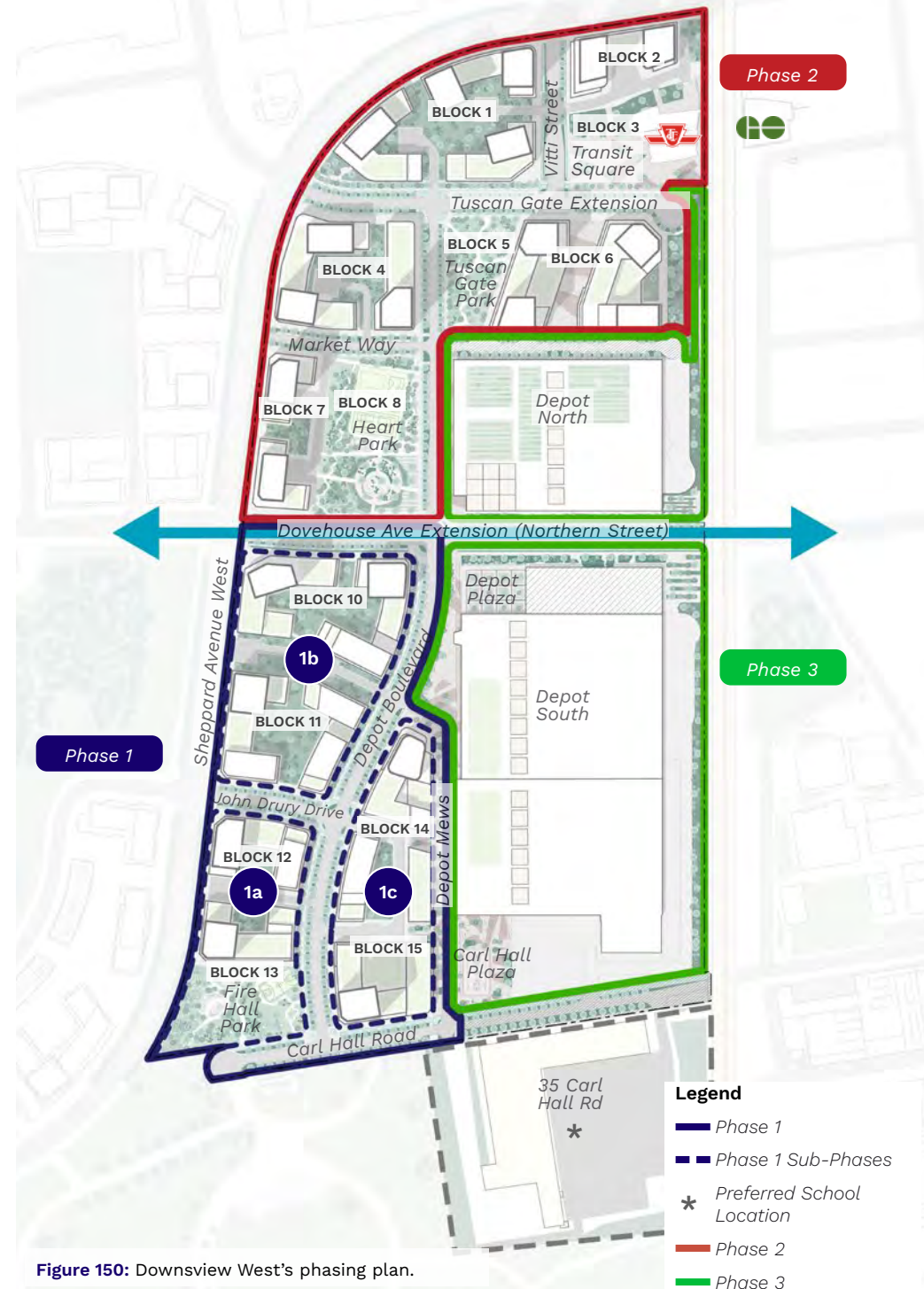


Figure 150: Downsview West's phasing plan.

Phase 1A

Phase 1A includes the development of Block 12 as the district's first residential block alongside the delivery of Fire Hall Park, that incorporates a stormwater management facility that drains toward the existing outlet located at the southwest corner of the district.

This phase also delivers key enabling infrastructure, including the realignment of John Drury Drive, the southern segment of Depot Boulevard, and upgrades to Carl Hall Road west of Depot Boulevard. Water, sanitary, and stormwater servicing will connect to existing municipal infrastructure along Sheppard Avenue West.



Figure 151: Downsview West's Phase 1A.

Phase 1B

Phase 1B advances development northward through Blocks 10 and 11 and introduces additional mixed-use activity focused near the intersection of Depot Boulevard and Northern Street.

This phase extends Depot Boulevard northward and advances the western segment of Dovehouse Extension, including continuation of the Depot Boulevard Greenway. Municipal servicing infrastructure will also be extended northward to support this phase of development.

Interim stormwater infrastructure will temporarily support this phase until permanent facilities are delivered in future phases.



Figure 152: Downsview West's Phase 1B.

Phase 1C

Phase 1C introduces Blocks 14 and 15 as mixed-use development blocks focused along Depot Mews.

This phase reconstructs Carl Hall Road between Depot Boulevard and Depot Mews and introduces Depot Mews as a retail-focused public street connection. These improvements support the future activation of Depot South while strengthening pedestrian activity and commercial visibility within the district.

Municipal servicing infrastructure will continue to extend along Carl Hall Road and Depot Mews.

Block 14 is also identified as an alternative daycare location should the timing of a daycare co-located with the future school at 35 Carl Hall Road not align.



Figure 153: Downsview West's Phase 1C.

Phase 2A

Phase 2A includes Block 7 and delivers Heart Park, the district’s major public park with a permanent stormwater management feature to replace the interim feature. This phase also extends Depot Boulevard northward and introduces the western segment of Market Way, connecting to Sheppard Avenue West.

Additional municipal servicing infrastructure will be extended through Depot Boulevard and Market Way to support future development blocks.

Block 7 is also identified as a potential location for a future school and daycare facility given its proximity to major parkland and active transportation connections.



Figure 154: Downsview West's Phase 2A.

Phase 2B

Phase 2B focuses on completing the remaining components of the district’s public street and servicing network. This phase includes the delivery of the northern segment of Depot Boulevard, Tuscan Gate Extension, Vitti Street, and additional municipal servicing infrastructure, including water, sanitary, and stormwater systems. The realignment of Vitti Street remains subject to City of Toronto right-of-way closure processes.

Completion of this infrastructure framework creates flexibility for the remaining development blocks to proceed in varying sequences depending on future market conditions and development priorities. Stormwater infrastructure associated with Tuscan Gate Park will also be delivered during this phase.



Figure 155: Downsview West's Phase 2B.

Phase 2C

The remaining development blocks closest to the GO/TTC station may proceed in varying sequences. These blocks will accommodate the district’s tallest built forms. A shared driveway connection on Block 2 for the TTC station is contemplated.

Additional parks, public open spaces, and community infrastructure delivered through later phases include Tuscan Gate Park, Transit Square, Anchor POPS as well as an additional daycare facility, community agency space, and potential school location on Block 6.



Figure 156: Downsview West's Phase 2C.

8.2 Next Steps

This District Plan is the result of design ambition, deep technical analysis, and two years of targeted engagement. The vision and design of Downsview West have also evolved through City Staff collaboration, ongoing engagement with community members and partners, and continued dialogue with Indigenous communities.

This vision for Downsview West will be realized over the course of 10+ years, and implemented through a variety of partnerships. The first step to realizing the District Plan’s ambition is through City Staff review of the Zoning By-law and Draft Plan of Subdivision submission. The Plan of Subdivision and Zoning By-law will secure details such as the size and location of parks and open spaces, and the general massing approach.

Following approval of the Draft Plan of Subdivision and Zoning By-law, the District will continue to evolve through subsequent detailed design processes, including Site Plan Approval for individual development blocks and future design processes for parks, open spaces, and buildings.

Future opportunities for public input are anticipated to include City-led engagement related to the detailed design of public parks. Implementation of the District will proceed over time through applicable municipal review and approval processes.



4+ years of pre-submission engagement

16+ months of collaboration with City Staff to refine the Vision for the District, with additional opportunities for community and partner input. Resubmission materials to address and respond to feedback,

Engagement with the community and the City, within and outside the municipal review process, to realize the vision at the scale of the block and building.



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Figure	Description	Source
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7	Centennial College Centre for Aerospace Innovation.	MJMA Architecture and Design
8	The Hangar Sports Complex.	Canada Lands
9	Scotiabank Pond Arena.	Canada Lands
10	Downsview Park.	Canada Lands
11	Park Commons at Downsview Park.	Canada Lands
12	Stanley Greene Park.	Scott Norsworthy
13	Dish with One Spoon Wampum Belt.	Indigenous Workways
14	1860 Tremaine Map.	City of Toronto Archives
15	Centennial College Centre for Aerospace Innovation.	MJMA Architecture and Design
16	Supply Depot (circa 1955).	Canada Lands
17	Arbo and Downsview West Districts (circa 1969).	City of Toronto Archives
18	Parc Downsview Park Signage.	Canada Lands
19	Aerial Photograph of Downsview West.	Canada Lands
21	Aviation Park at the Downsview Playzone.	Canada Lands
22	The Circuit Path at Downsview Park.	Canada Lands
23	The Boakes Grove Woodlot at Downsview Park.	Canada Lands
24	Orchard Pavillion at Downsview Park.	Canada Lands
25	The Mound at Downsview Park.	Canada Lands
27	Centennial College Centre for Aerospace Innovation.	MJMA Architecture and Design
28	Downsview Aerospace Innovation Hub Conceptual Render.	DTAH
29.1	The Hangar Sports and Events Centre at 75 Carl Hall Road.	Canada Lands
29.2	Scotiabank Pond Arena at 57 Carl Hall Road.	Canada Lands
30	Sankt Kjelds Plads, Copenhagen, Denmark.	SLA Architects
31	Manidoo Ogitigaan in Kingston, Ontario.	Trophic Design
34	Manidoo Ogitigaan in Kingston, Ontario.	Trophic Design
35	Bottiere Chenaie Eco District, France.	Linmere

Figure	Description	Source
36	Council Fire Powwow at Nathan Philips Square.	City of Toronto
37	Elder Garry Sault with Youth.	Trophic Design
38	University of Toronto Scarborough Campus Farm.	Trophic Design
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41	Garden of Cosmic Speculation, Dumfries UK.	Chris Radley Photography
48	Grønningen-Bispeparken, Copenhagen, Denmark.	SLA Architects
50	City Hall Square, Copenhagen, Denmark.	GH Form
51	Silkeborg Pedestrian Streets and Søndertorv / Søndergade, Silkeborg, Denmark.	SLA Architects
52	Adelaide Botanic Gardens Wetland	Architecture Au
54.1	Grand Mall Park in Minatomirai, Yokohama, Japan.	Koji Okumura
54.2	Alfred Place Gardens, London, UK.	LILA
55.1	Visions for Ponderosa Commons, University of British Columbia.	CSLA AAPC
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56	Spirit Catcher Sculpture in Barrie, Ontario.	Tripadvisor
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59	Barcelona Superblocks.	AV
60	Sheguiandah First Nation Community Court.	ERA Architects
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61.2	Distillery District, Toronto.	BlogTO
65.1	St. Helen's Square, London, UK.	Gillespies
65.2	Kingdom Street, London, UK.	Landscape & Urban Design Magazine UK
66.1	Zollhallen Plaza, Freiburg, Germany.	World Landscape Architect
66.2	Grønt Marked Farmers' Market, Nørrebro, Denmark.	Grønt Marked
67	Palace de la Republique	TVK Office
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71.2	Haudenosaunee and Anishinabe Treaty (circa 1142, and again in 1701).	Indigenous Workways

Figure	Description	Source
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72.2	Bentway Staging Grounds installation by Logan Macdonald.	Mila Bright
72.3	Life size bronze dancing crane sculptures.	Animalsstatue.com
73.1	Centennial College A Building, Toronto.	Centennial College
73.2	BC Indigenous Housing Society, Vancouver, BC.	Fast+Epp
73.3	Thunder Woman Healing Lodge.	TWHS
79	Yonge-Eglinton skyline, Toronto.	Norm Li
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80.2	Pier 27 condominium, Toronto.	Streets of Toronto
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82	South Campus Office Development, Torrence CA, USA.	Cris Costea
82	The Bower, London, UK.	BBP
83	Landscaped Park	Landscape Architects Network
85	The Drops in Argent, Kings Cross, London UK.	Hemingway Design
86	Norman Mackenzie Square, University of British Columbia.	The University of British Columbia
87	New public park in Broadgate, London UK	Daniel Fisher
88	Place de la République in Paris, France.	Clement Guillaume
89	Dawes Road Library, Toronto.	smoke architecture
90	Streetscape in Barcelona, Spain.	X user @qaggyy.bsky.social
92	Streatham Hill, London.	ZinCo
93	Nicolinehus, Arhaus, Denmark.	Architizer
94	Market Street, Toronto.	dtah
95	Don Valley Brickworks Park.	Brickworks
96	Renders for the Australian National University's Canberra campus.	Florian Groehn
97	Silkeborg Pedestrian Streets and Søndertorv / Søndergade, Silkeborg, Denmark.	Craig White
99	Waterworks Food Hall, Toronto.	
100	St Lawrence Market, Toronto.	Historic Toronto

Figure	Description	Source
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102	Local vendors at the Pow Wow, Bishop CA.	fineartamerica
103	Strijp S, Eindhoven, Netherlands.	WEST8
117	Mellemrummet Park	BOGL
118	St Lawrence Market, Toronto.	Historic Toronto
119	London College of Fashion	Urban Strategies Inc.
127	Downsview Park Circuit Park.	Canada Lands
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131.3	Permeable paving techniques for flood prevention.	Adobe Stock
131.4	Permeable paving techniques for flood prevention.	Adobe Stock
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135	University of Pennsylvania Shoemaker Green.	meliora
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139	Adams Elementary Rain Garden.	Berger Partnership
140	Stormwater Surge in Toronto, 2024.	City of Mississauga
141	Gronningen-Bispeparken, Copenhagen.	SLA Architects

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