

DOWNSVIEW WEST DISTRICT Urban Design Guidelines

JUNE 2026



Canada Lands Company
Société immobilière du Canada

**URBAN
STRATEGIES
INC .**

1.0	Introduction	iv
2.0	District Overview	5
2.1	Vision Statement	7
2.2	Downsview West Structure	9
2.3	Character Areas	11
3.0	Public Realm	15
3.1	Introduction	17
3.2	Placemaking and Placekeeping	19
3.3	Ancestor's Trail	21
3.4	Parks	25
3.5	POPS	25
3.6	Transit Square	35
3.7	Mid-Block Connections	37
3.8	Streets	39
3.9	Greenways	45
3.10	Depot Mews	47
3.11	Private Development and Development Parcels	49
4.0	Built Form	51
4.1	Designing the Microclimatic Comfort	54
4.2	Sculpting the Skyline and Encouraging Built Form Diversity	55
4.3	Views and Vistas	57
4.4	Active Edges	59
4.5	Materiality	61
4.6	Sheppard Grading Considerations	62
4.7	Framing the Depot	63
4.8	Public Art	64

1.0 Introduction



Conceptual Rendering of the Depot Cut and Depot Porch

Urban Strategies Inc. has been retained by Canada Lands Company Limited (“Canada Lands”) to prepare Urban Design Guidelines (“UDGs”) in support of the District Plan. Zoning By-law Amendment (“ZBA”) application, and Draft Plan of Subdivision (“DPS”) application for the Downsview West District at 1377 Sheppard Avenue West (“the District” or “Downsview West”) within the City of Toronto. This document should be read in conjunction with the Downsview West District Plan (“the District Plan”), which describes the overall vision and structural elements of the District.

The District is owned by Parc Downsview Park Inc. (“PDP”) and is comprised of 30.3 hectares (74.8 acres) of land bounded by Sheppard Avenue to the west and north, the GO Barrie Rail Corridor to the east, and Carl Hall Road to the south. Downsview Park is located immediately south of Downsview West District.

The UDGs for Downsview West will help inform and shape the design of the public realm and built form within the District.



Figure 1: Aerial image of Downsview West District.



Figure 2: Map of Downsview West District in context.

- Downsview West District
- Downsview Secondary Plan (2024)
- Secondary Plan Districts

Structure of this Document

These Urban Design Guidelines include the following sections:

1. **District Overview:** This section describes the overarching design vision for the District.
2. **Public Realm:** This section provides design direction for the public realm, including general guidelines for public realm elements, as well as guidelines for key parks and open spaces.
3. **Built Form:** This section establishes design directions for the built form in key locations or where District-specific departure from standard guidelines is appropriate.

Other Applicable Guidelines

In addition to these guidelines and the Downsview Urban Design Guidelines (2024), development at Downsview West will consider and be informed by City-wide design guidelines and standards, as amended from time to time. These include, but are not limited to:

- Tall Buildings Guidelines
- Mid-Rise Building Guidelines
- Growing Up: Planning for Children in New Vertical Communities
- Retail Design Manual
- Complete Streets Guidelines
- Green Streets Guidelines
- Privately-Owned Publicly Accessible Spaces Guidelines
- Percent for Public Art Program Guidelines
- Pet Friendly Design Guidelines for High Density Communities
- Bird-Friendly Design Guidelines
- Drought Tolerant Landscaping Guidelines
- Privately-Owned Publicly Accessible Spaces Guidelines

This document provides further specificity and detailed guidance that reflects the District-specific context, vision, and design intent. Where multiple design guidance documents apply, these District-level guidelines shall take precedence over City-wide guidance, with broader guidelines and standards applied only where specific direction is not provided.

Preamble Text introduces the opportunity and the overarching design intentions.

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



Figure 3: How to read the Guidelines.

Images, drawings and renderings provide visual examples and illustrations of guidelines.

2.0 District Overview

- 2.1 Vision Statement & Two-Eyed Seeing
- 2.1 Downview West Structure
- 2.3 Character Areas



2.1 Vision Statement

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

Once associated with rich aviation and military history, Downsview West is now evolving into a new mixed-use district that reflects its layered history while establishing a distinct future identity.

These Urban Design Guidelines support the implementation of the Downsview West District Plan to transform the area into an urban mosaic: a complete community, with homes, 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 and stormwater desire lines, creating a curvilinear grid that balances the rigidity of the Depot and sparks variation along its otherwise monolithic facade.

The Depot is reimagined as a canvas for cultural expression, including Indigenous Placemaking where it meets with the Ancestors' Trail. The Trail connects the broader open space system to the Depot, strengthening relationships between people and land, and linking 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, and enhances biodiversity. It has been designed as a collection of experiences: places to escape into nature, experience culture, and connect with community.

Downsview Park TTC/GO station is a main point-of-entry into the District and the Downsview lands, and influences the shape of the District in terms of the organization of public spaces and built form. The tallest buildings are located near the transit station, with a mix of mid-rise and tall buildings prevailing across the remainder of the District. The articulation of taller and shorter elements is deliberate, aligning with thermal comfort objectives.

Overall, Downsview West will be a collection of neighbourhoods unlike any other. Green, buffered streetscapes prioritize residential liveability and visual softness, at the same time offering vertical enclosure and transit-supportive densities. It will serve as a model for harmonious and sustainable urban development that emphasizes the physical and cultural wellbeing of all living things, for generations to come.

Embracing Etuaptmunk, or "Two-Eyed Seeing"

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

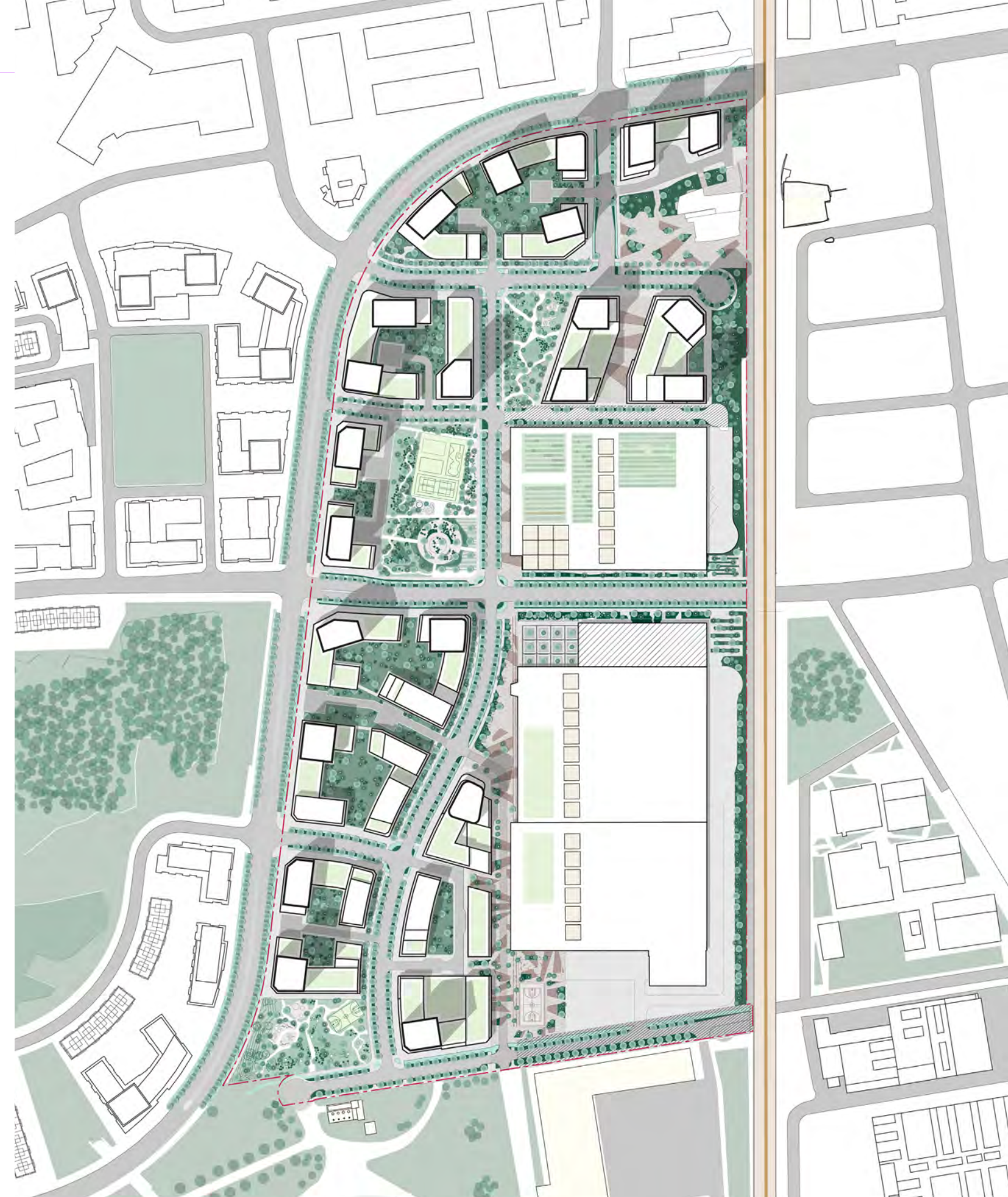
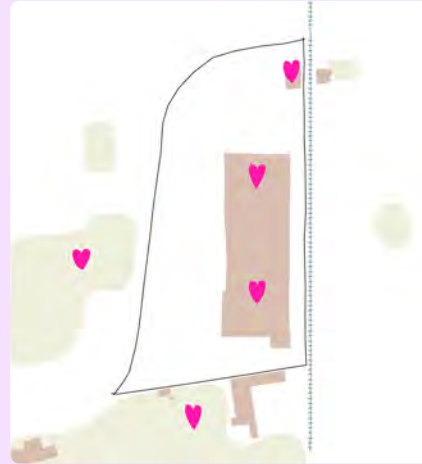


Figure 4: Downsview West District Demonstration Plan.

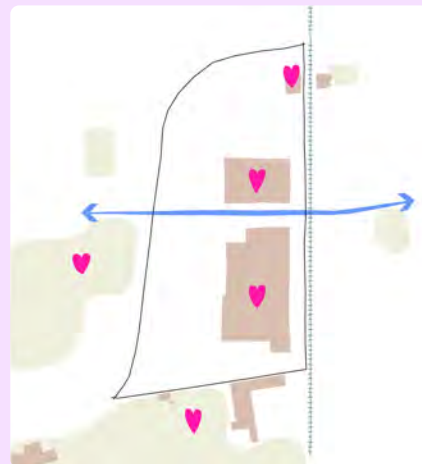
2.2 Downsview West Structure

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



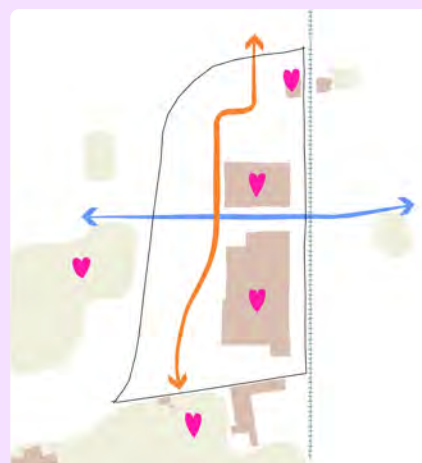
Responding to Existing Assets and Opportunities

Downsview West District 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.



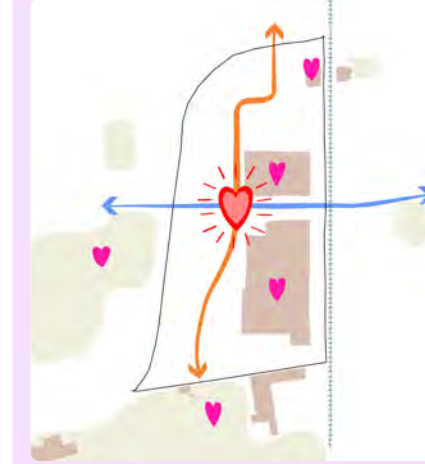
Restoring East-West Connectivity

The Secondary Plan and Environmental Assessment (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.



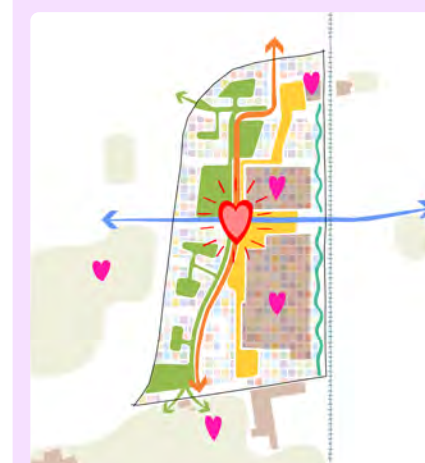
Holding a Heart For Community

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.

2.3 Character Areas

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.

Within the District, distinct neighbourhoods will emerge, defined by their unique relationships and adjacencies, and the deliberate design decisions made to enhance these qualities.

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

Station Quarter

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.

Heart at the Crossroads

The Heart at the Crossroads will be where the District's defining public realm elements come together — including Heart Park and the spaces around the Depot. Natural, built, and cultural heritage weave together into an iconic and lively community gathering space and destination. The greater openness of the Heart of the Crossroads that is created by adjacencies Heart Park, the Depot building, and the wider rights-of-way of Northern Street and Sheppard Avenue support somewhat taller base buildings. Shadow impact on Heart Park is also a driving factor for built form at this location.

The Mews

The primarily residential Mews neighbourhood provides a transition from Downsview Park to the

rest of the District, drawing nature in along the Depot Boulevard Greenway. The Mews channels the energy and ecosystem of uses in Downsview Park into a vibrant neighbourhood. The built form of the mews takes a courtyard typology, with base building heights along Depot Mews establishing a lower scale

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. The Ancestor's Trail crosses all neighbourhoods, weaving the district together.

A Unique Residential Form

Residential neighbourhoods in Downsview West are planned to have a distinct character only seen in small pockets of Toronto. While accommodating significant densities through mid-rise and tall buildings, this residential form will create an urban yet distinctly residential character through buildings.

The character of Downsview West's residential areas is defined by courtyard-oriented building typologies that organize development around generous interior open spaces. Rather than just relying on front setbacks to provide landscaped relief, buildings frame shared courtyards and mid-block open spaces that contribute to residential livability and visual softness. At the same time, they are urban in their scale, featuring strong vertical enclosure and transit-supportive densities.

Additional defining features include fine-grained building design at grade that supports walkability, landscaped open spaces and pedestrian connections, and active at-grade uses that animate the public realm and contribute to a cohesive and contextually responsive residential environment.

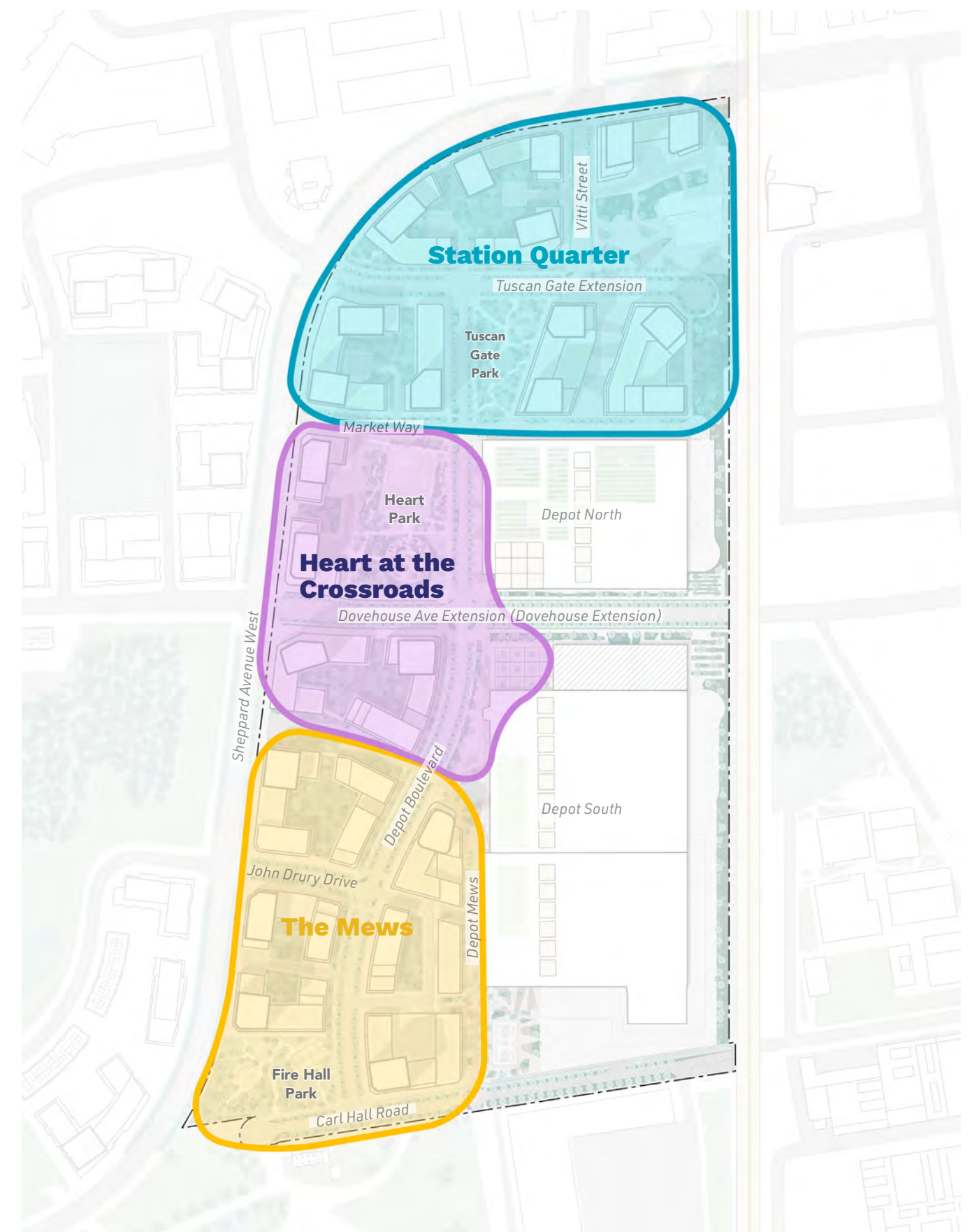


Figure 5: Character Areas.

District at a Glance



~9,250 homes
including a minimum of
10% affordable units



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



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



~4.57 ha
of parks and
open spaces



+89,000 m²
of non-residential GFA,
including spaces for small
businesses



1,300 trees
targeting a tree canopy of
30%



Providing
+2,475 jobs



~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



Adaptively re-using
The Depot Building
within the District, totaling
+64,000 m²



Conceptual Rendering of the Downsview West District looking over the Depot and Heart Park

3.0 Public Realm

- 3.1 Introduction
- 3.2 Placemaking and Placekeeping
- 3.3 Ancestor's Trail
- 3.4 Parks
- 3.5 Privately Owned Publicly Accessible Spaces (POPS)
- 3.6 Transit Square
- 3.7 Mid-Block Connections
- 3.8 Streets
- 3.9 Greenways
- 3.10 Depot Mews
- 3.11 Private Development and Development Parcels



Conceptual Rendering of the Depot Cut and Depot Porch

3.1 Introduction

The public realm in Downsview West will be shaped by several policies and guidelines including the City of Toronto Official Plan, Downsview Secondary Plan, and Downsview Urban Design Guidelines. Together, these documents establish a shared vision for a public realm that is generous, high-quality, and deeply connected to everyday life, supporting the creation of complete, attractive, and livable neighbourhoods.

The public realm in Downsview West is more than a system of parks, streets, and infrastructure; it is the setting where civic life unfolds. Children navigate safely between home, school, and play spaces. Neighbours encounter one another along daily routes. Older adults gather, rest, and socialize in engaging and comfortable places. Through intentional design, the public realm supports movement, belonging, and beauty, enriching daily life across the community.

The purpose of the Downsview West Urban Design Guidelines is not to restate existing direction, but to refine and apply this vision at the scale of the District, translating policy into place and ensuring the public realm plays a lasting role in the civic life and identity of Downsview West.

Building on existing public realm guidelines, Urban Design Guidelines have been developed for the following key public realm elements within Downsview West.

- 3.2 Placemaking and Placekeeping
- 3.3 Ancestor's Trail
- 3.4 Parks
- 3.5 POPS
- 3.6 Transit Square
- 3.7 Mid-Block Connections
- 3.8 Streets
- 3.9 Greenways
- 3.10 Depot Mews
- 3.11 Private Developments and Development Parcels



Figure 7: The Public Realm Network.

3.2 Placemaking and Placekeeping

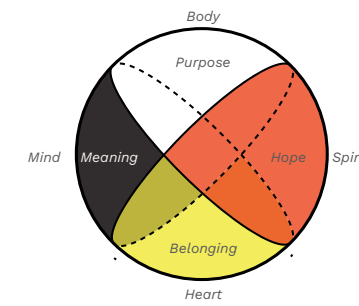
The intent of this section is to provide high-level guidance, applicable to the entire public realm, that ensures Indigenous history, culture, language, and traditions are woven into the fabric of place. Such opportunities should be explored in consultation with Indigenous Rights Holders and relevant Indigenous organizations.

GUIDELINES

- 3.2.1.** Design public spaces to support the principle of Rebalancing the District, drawing inspiration from the teachings of the Medicine Wheel, which emphasizes the importance of harmony between the Mind, Body, Heart, and Spirit.
- 3.2.2.** The public realm should include opportunities for vegetation, landscaping and features that supports Indigenous place-keeping and cultural practices

– including medicinal and ceremonial uses, and Indigenous species. Parks and open spaces should incorporate flexible, multi-use spaces that can accommodate a variety of community events and ceremonies. Where appropriate, they should include seating areas that facilitate authentic cultural exchange and sharing of oral traditions.

- 3.2.3.** Design public spaces to support land-based play and learning, incorporating natural play elements such as logs, stones, and water features, as well as areas for traditional games, community gardening, and education related to local flora, fauna, and Indigenous knowledge systems. Indigenous educators and knowledge keepers should be engaged in the design and programming of these spaces.



Rebalancing The District

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 that surface alternative histories. 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 prioritisation 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.



Figure 9: Council Fire Powwow at Nathan Philips Square. (City of Toronto).



Figure 10: Tumbling Bay Playground by LUC. Queen Elizabeth Olympic Park, Stratford, London UK. (LILA).



Figure 11: Marker Tree, Trillium Park, Toronto. (Ontario Place).



Figure 8: Alderville First Nation Commemorative Art Piece, Kingston, Ontario. (Trophic Design).

3.3 Ancestor's Trail

The Ancestor's Trail is envisioned as a walking route that connects moments of Indigenous history, narratives, and cultural expression. It is intended as an educational journey through the District, fostering connections to culture, land, and place. The Trail purposefully does not follow the development grid; instead, it encourages new ways of moving through public and private spaces and exploring Downsview West. Planning and design of the Ancestors' Trail should be undertaken in consultation with Indigenous Rights Holders and informed through collaboration with Indigenous designers, artists, and cultural practitioners.

GUIDELINES

- 3.3.1.** Design of the Ancestor's Trail should be done in collaboration with Rights Holders.
- 3.3.2.** The pedestrian route between Downsview Park Station and Downsview Park should be designed and programmed with an emphasis on Indigenous culture, values, worldviews, and heritage to increase Indigenous cultural visibility and presence in the public realm. The following design opportunities are encouraged:
- a.)** Incorporate Indigenous-language place names through appropriately designed signage and wayfinding that reinforces the history of the lands and centres Indigenous culture.
 - b.)** Leverage the surfaces along the route - including portions of the Depot's facades - as potential canvases for cultural expression.

c.) Include a distinct pavement treatment along its length, with a materiality and discernible pattern that draws inspiration from Indigenous designs.

d.) Incorporate Indigenous-led design along the route, including through architecture, landscape elements, and public art, developed in collaboration with Indigenous communities.

- 3.3.3.** Celebrate the historic crane element on the Depot building as a landmark within the Ancestor's Trail, recognizing its role in the site's layered industrial history while reinterpreting it as a feature of cultural memory, storytelling, or wayfinding within the public realm.
- 3.3.4.** Where appropriate, design buildings fronting the Ancestor's Trail, such as the building at the north end of Block 14, as key features along the route, incorporating Indigenous motifs, material expression, and design elements that reflect living Indigenous culture, developed in collaboration with Indigenous artists.
- 3.3.5.** Detailed design of the Ancestor's Trail, should be guided by the Downsview West Public Art Plan.

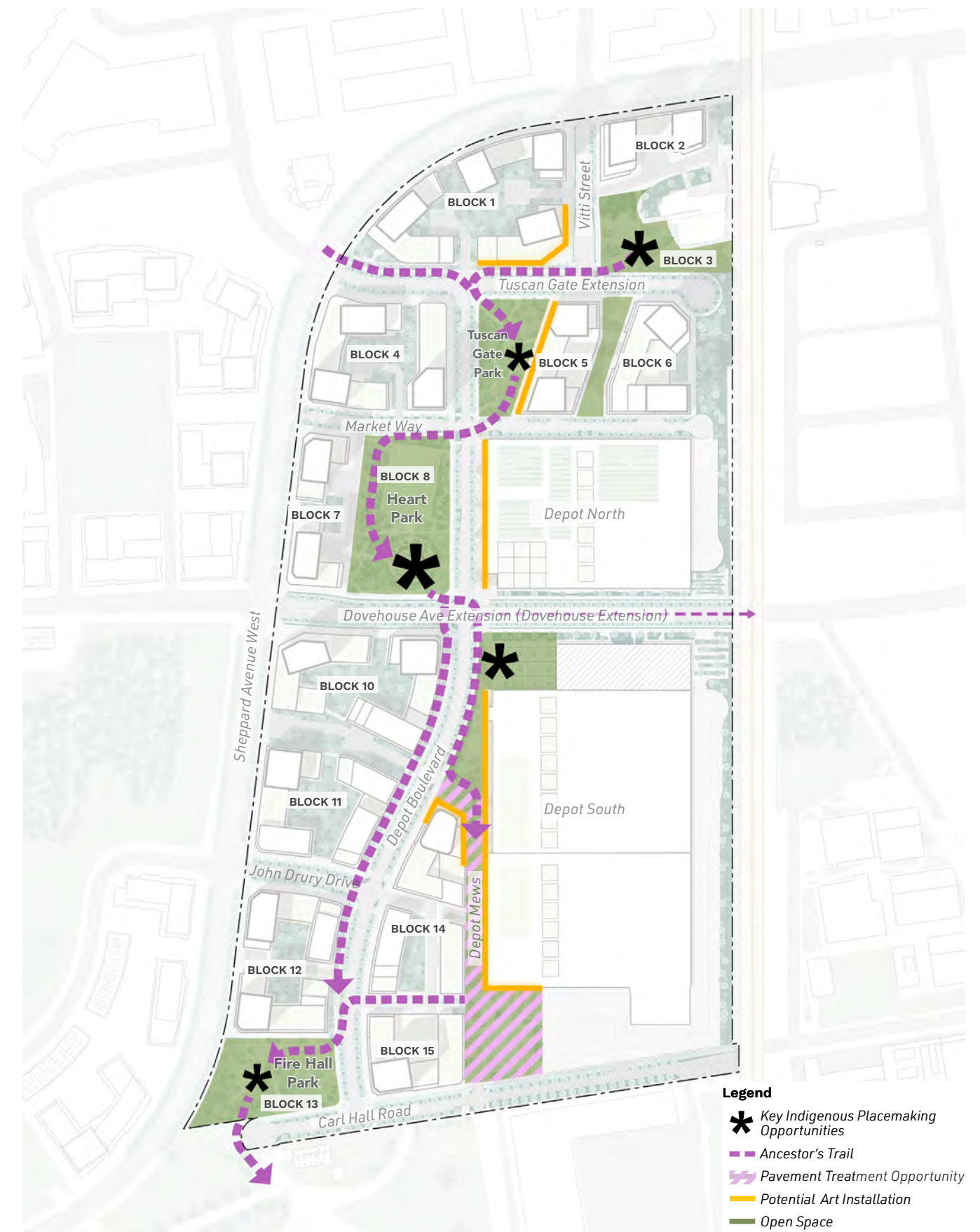


Figure 12: Ancestor's Trail.



Figure 13: Moments of cultural expression will be woven together along the trail.



Figure 14: Each building, public space, or art installation along the Ancestor's Trail will be an opportunity to showcase a different artist, story and teaching.

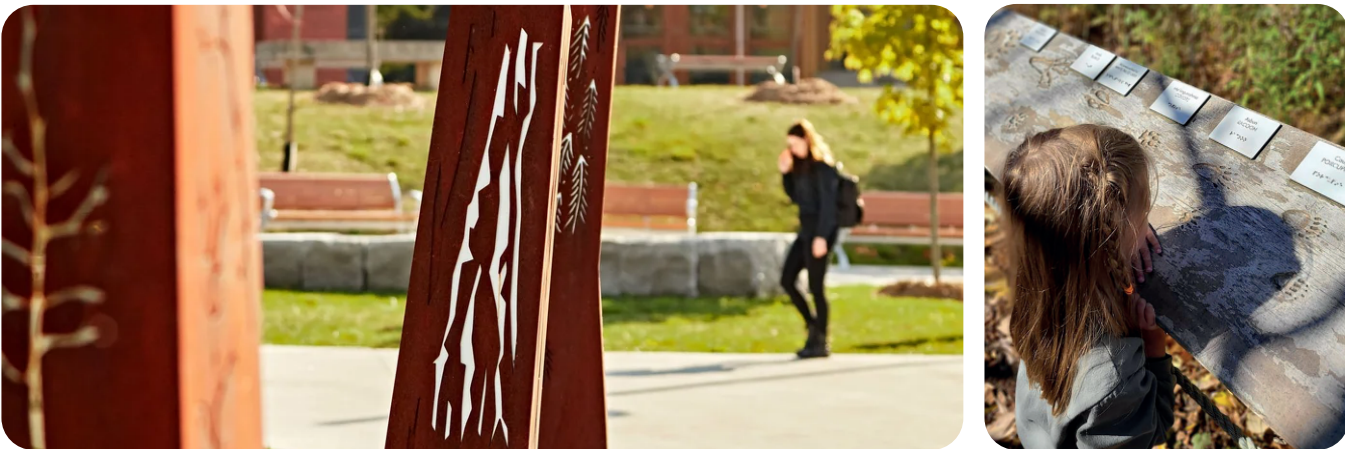


Figure 15: Cultural Markers, Humber College, Toronto. (Brook/McIlroy).



Conceptual Rendering of the Depot Mews

3.4 Parks

Parks within Downsview West are deliberately located to ensure equitable access and offer a variety of experiences. Parks will be designed to provide a range of recreational opportunities, create opportunities to access nature, support biodiversity, and address stormwater management requirements. Both the English and Anishinaabemowin names used in this document are only to suggest character: the naming of parks will occur through standard City of Toronto processes.

There are three parks within Downsview West:

- Heart Park (Ode Okogediwinan) is centrally located within the District at the intersection of Depot Boulevard and Dovehouse Extension. This park will interface with development on the west portion of this block.
- Fire Hall Park (Shkode Gamid Okogediwin) is located at the south end of the District, with frontage along Sheppard Avenue West and Carl Hall Road. This park will interface with development along its north edge.
- Tuscan Gate Park (Noopiming Okogediwin) is located towards the northern end of the District and will interface with development along its east edge.

All parks within Downsview West District will play a role in the District's decentralized and integrated stormwater management system, with portions of each designed as floodable spaces to support water detention during major storm events. The detailed design of each park will be established at a later time.

3.5 POPS

POPS within Downsview West District will complement the overall public realm network with open spaces of different size, type, and function, from hard-surfaced POPS from community gathering and cultural programming to more naturalized POPS that support connectivity and biodiversity.

POPS within Downsview West District include:

- Depot Plaza
- Carl Hall Square
- The Bio Corridor
- The Bio Corridor Ramps
- Bio Corridor Anchor

Additional POPS may be identified through the detailed design of individual development parcels.



Figure 16: Stanley Greene Park, Toronto.



Conceptual Rendering of the Downsview West District looking over the Depot and Heart Park

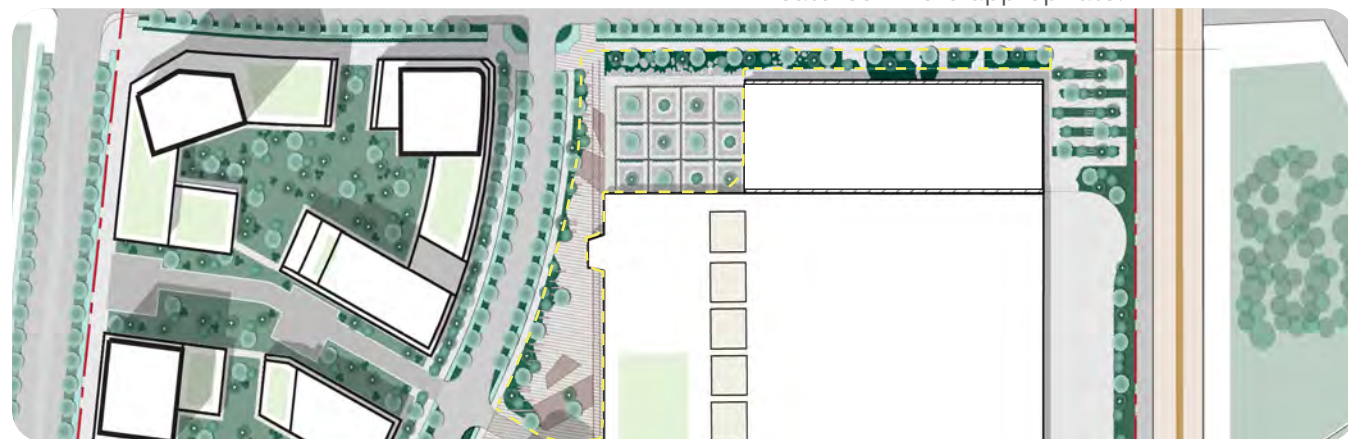
GUIDELINES

Depot Plaza

Depot Plaza hugs the edge of Depot South at the intersection of Depot Boulevard and Dovehouse Avenue Extension. The notching out of a corner of the Depot building creates an opportunity for a unique public space that celebrates the Depot's military and industrial heritage. Flanked by commercial uses within Depot South, Depot Plaza is an ideal space for spill-out activity, with a potential colonnade structure recalling the Depot's internal framework and rhythmic tree planting softening the space and reinforcing its character.

- 3.5.1.** The materiality and design of Depot Plaza should reflect and draw attention to the Depot's iconic industrial architectural features, blending it with the pavement or landscape treatment of the Ancestor's Trail. Opportunities to reference the full extent of the building's former footprint may be explored to recall the Depot's historic presence.
- 3.5.2.** Materiality and design that reflects the Depot's industrial features should be complemented and softened with landscaping to support the District's commitment to balance and City Nature.

- 3.5.3.** The Depot's crane structure should be prioritized as a location for public art and may present an opportunity to incorporate a crane sculpture, a symbol of the Anishinaabe leadership clan in a manner that is consistent with the vision and design guidance for the Ancestors' Trail.
- 3.5.4.** Design the north edge of Depot Plaza to address the grade difference to the public sidewalk on Dovehouse Avenue Extension and to provide a fully accessible route to the Bio Corridor.
- 3.5.5.** Design Depot Plaza as a sun-oriented, informal gathering space that benefits from strong daylight and evening sun exposure, particularly along the north edge.
- 3.5.6.** Prioritize Depot Plaza as a spill-out space that supports public-facing commercial, cultural, and community uses within the Depot through flexible seating and generous pedestrian clearances.
- 3.5.7.** Provide a mix of seating types, including moveable tables and chairs and integrated seating elements, to support casual use and social interaction. Furniture within Depot Plaza should reflect the Depot's military and industrial character through materiality and design.
- 3.5.8.** Use landscape elements and tree planting as the primary means of providing shade and comfort, complemented by structural features where appropriate.



27 Figure 17: Depot Plaza Concept Landscape Plan.



Figure 18: Grand Mall Park, Yokohama, Japan. (Koji Okumura).



Figure 19: Alfred Place Gardens, London, UK. (LDA Design).

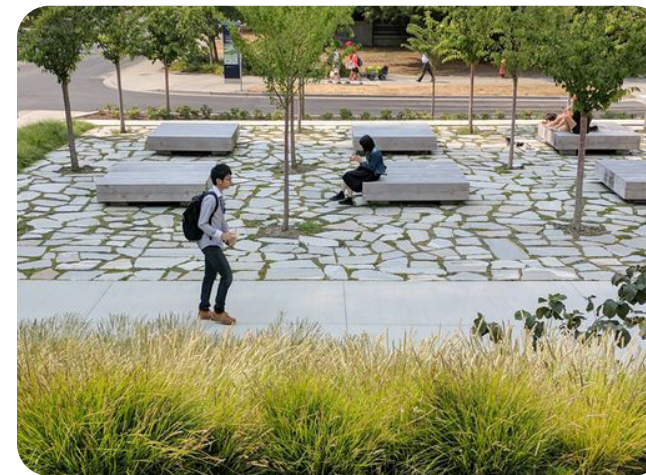


Figure 20: Ponderosa Commons, University of British Columbia, Vancouver, BC. (Hapa Collaborative).

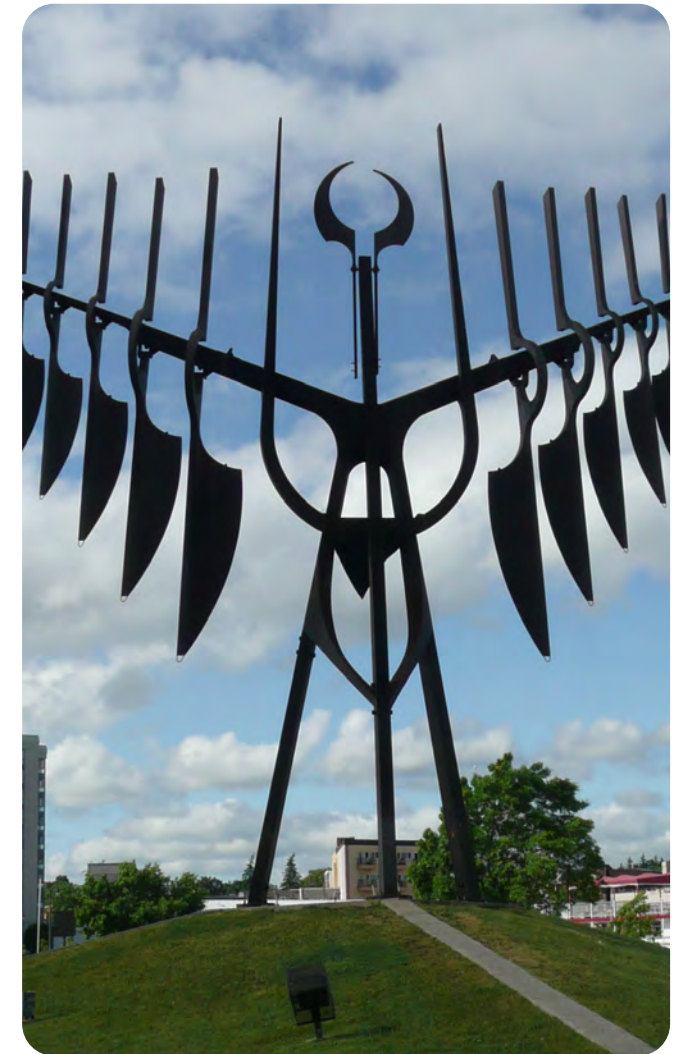


Figure 21: The Spirit Catcher by Ron Baird, Barrie, ON.



Figure 22: East-London Campus of University of The Arts London, UK.

Carl Hall Square

Located at the south end of the District, Carl Hall Square is envisioned as a generous plaza that could accommodate a range of cultural and recreational programming, such as festivals, for example, festivals, ceremonies, block party gathering. A key point-of-entry into the District from the south, Carl Hall Square is also a key location on the Ancestors' Trail, and therefore an opportunity to express Indigenous cultural values through the design of the space and public art.

- 3.5.9.** Carl Hall Square should be primarily hardscaped, and the pavement treatment of the Ancestors' Trail should extend across its extent to communicate program and design integration.
- 3.5.10.** The design of Carl Hall Square should incorporate a flexible central square that can accommodate a variety of recreational activities and programming.
- 3.5.11.** Include trees around the perimeter of the central square to provide shade and create a sense of enclosure.
- 3.5.12.** The area north of the central square should prioritize flexible and dynamic planters and furnishings, including seating that can be moved around to support casual use of the space.
- 3.5.13.** Provide a strategically located shade structure to enhance the usability of the space in the summer.
- 3.5.14.** Leverage the southern façade of Depot South as an active edge to Carl Hall Square, recognizing its loading bays with rolling doors and train tunnel entrance as opportunities for artistic expression, projection, and temporary programming that extend the Square.

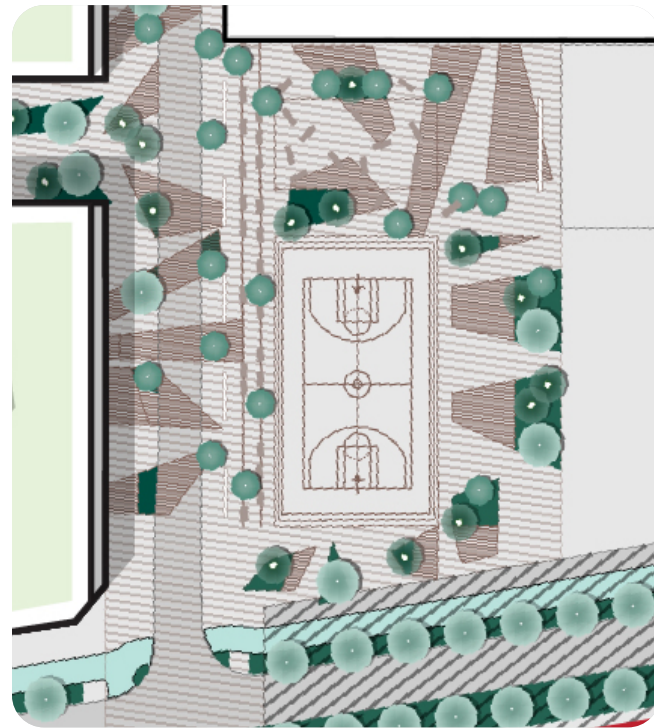


Figure 23: Carl Hall Square Concept Landscape Plan.

- 3.5.15.** Design Carl Hall Square to support temporary cultural programming, such as outdoor film screenings, performances, or community events, by ensuring appropriate clearances, power access, lighting coordination, and sightlines, while maintaining flexibility for everyday use.
- 3.5.16.** Design Carl Hall Square and the public realm along Depot Mews as a cohesive space through the use of continuous pavement treatments and complementary landscape elements.



Figure 24: Planters for FredercaC Project, Denmark (WLA).



Figure 25: Sheguiandah First Nation Community Court. Manitoulin Island, ON. (ERA Architects).



Figure 26: Granary Square. King's Cross, London, UK.(Del Rio Bani).

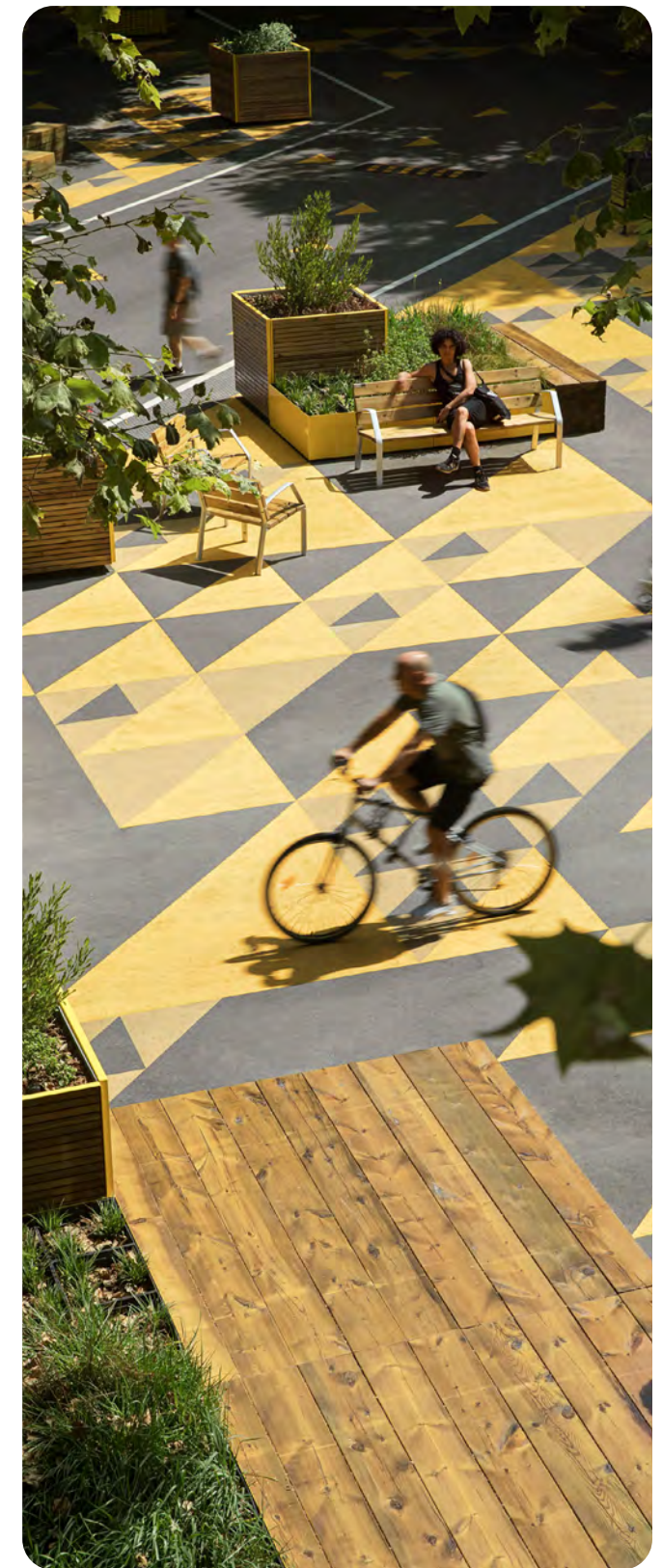


Figure 27: Superblock of Sant Antoni. Barcelona, Spain. (Del Rio Bani).

The Bio Corridor

The Bio Corridor follows the east edge of the District, extending between Carl Hall Road and the Downsview Park TTC/GO station. The Bio Corridor is more than an off-road active mobility connection across the District; along its length, it is a space where nature continues to thrive along the rail corridor providing a diverse ecological landscape. As a major opportunity to support a range of habitats and planting communities, strengthen ecological functions, and enhance climate resilience, the Bio Corridor is a key demonstration of the City Nature and Rebalancing the District.

3.5.17. The width of the Bio Corridor will vary along its length in response to site conditions and functional requirements. The typical overall width of the Bio Corridor will be approximately 8.0 metres and will expand beyond and contract below this dimension where required, provided that a minimum clear width of 3.0 metres is maintained to accommodate the multi-use path.

3.5.18. Design the Bio Corridor as a continuous, densely planted, naturalized biodiversity corridor that supports habitat creation, ecological permeability, and green-infrastructure; integrates soft-mobility routes for safe and legible movement; and provides effective screening to adjacent rail and servicing areas.

3.5.19. A 3.5 metre rail property setback will be maintained as a low-growing planting zone, using grasses, perennials, and shrubs. This area will contribute to a layered landscape that increases in height and density away from the rail corridor.

3.5.20. Provide more generous, multi-layered planting structure where the width of the Bio Corridor expands beyond the typical width. These areas may be programmed with compatible, low-impact uses that do not compromise the ecological function of the corridor, such as benches or more intensive nature interaction opportunities.



Figure 28: The 606 Elevated Trail, Chicago (Choose Chicago).



Figure 29: West Toronto Railpath, Toronto (CSLA).

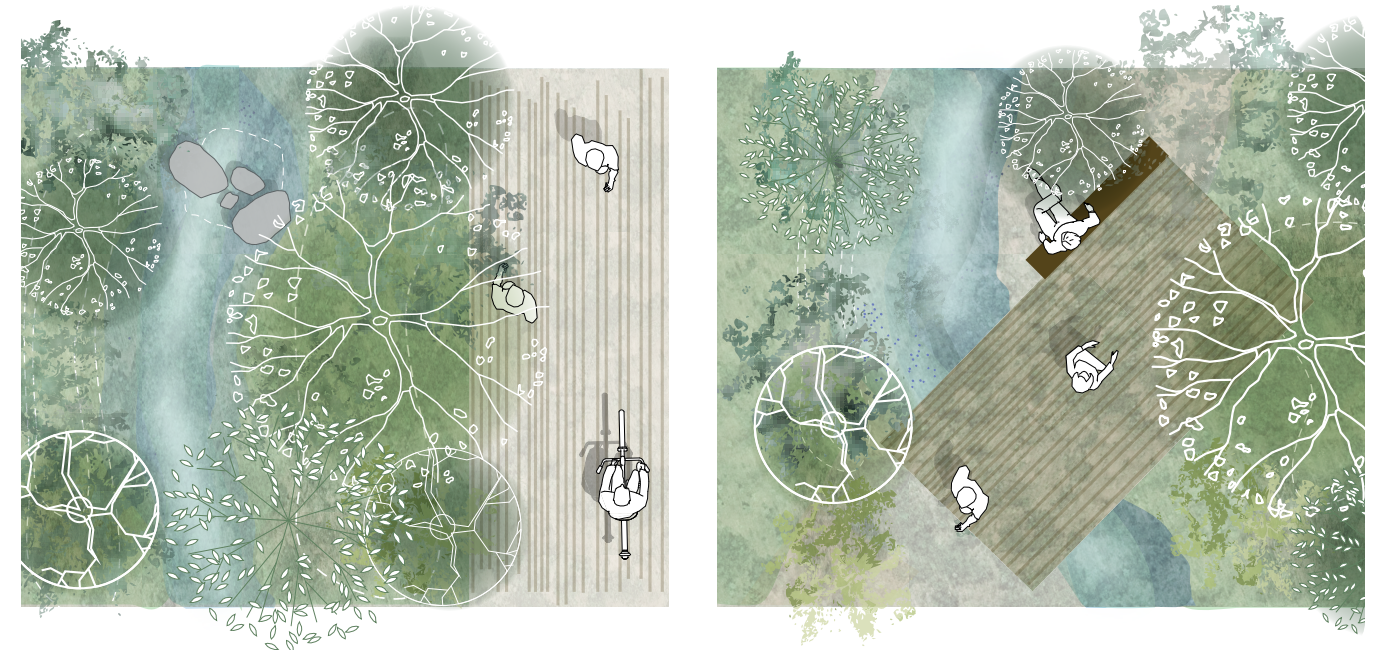


Figure 30: Typical conceptual sections and plan views of the Bio Corridor at 3.0 metre and 8.0 metre widths.