

The Bio Corridor Ramps

- 3.5.21.** When feasible, where the Bio Corridor approaches Dovehouse Extension, provide a ramp system to connect the Bio-Corridor to the sidewalk and cycle path along both the north and south sides of Dovehouse Extension. The design should take a landscape-first approach, with the ramped pathways integrated into sculpted landforms that can also support tree-planting, other landscaping, and seating.
- 3.5.22.** Where feasible (e.g., the ramp south of Dovehouse Extension where there is more space), sufficient soil volumes should be provided to ensure long-term tree growth.
- 3.5.23.** Ensure user safety in the design of the Bio Corridor through the provision of adequate lighting for evening use, intermittent pedestrian connections to the adjacent Depot service areas, and clear wayfinding signage.



Figure 31: Craft Urban Ramp, Creil, France. (Espace Libre).

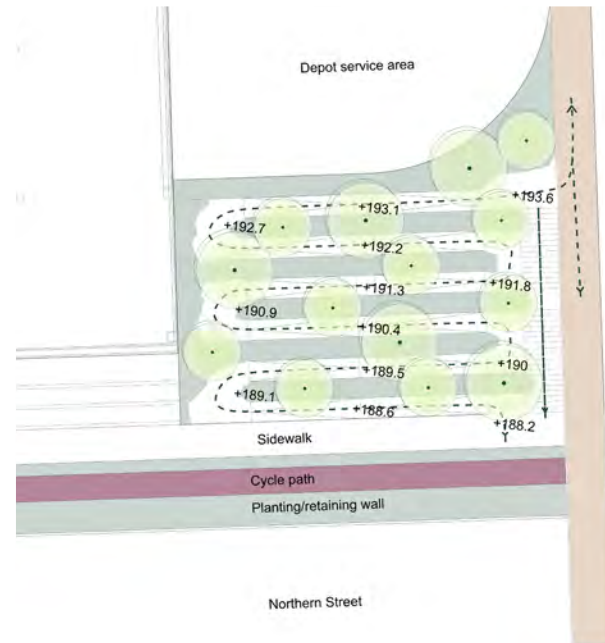


Figure 32: Bio Corridor Conceptual North Ramp Access.



Figure 33: Bio Corridor Conceptual South Ramp Access.

Bio Corridor Anchor POPS

Bio Corridor Anchor POPS is located at the east edge of Block 6, marking the trail head for the Bio Corridor from the north. Bio Corridor Anchor POPS is intended to have a role in the decentralized stormwater management system by incorporating a dry pond to capture and convey overland flows. Therefore, there is an opportunity to extend the naturalized character of the Bio Corridor into this wider space. As a counterpoint to some of the hardscaped, civic-oriented POPS, Bio Corridor Anchor POPS is envisioned a lush and green area for passive and casual enjoyment, and an escape into nature and buffer from the rail corridor.

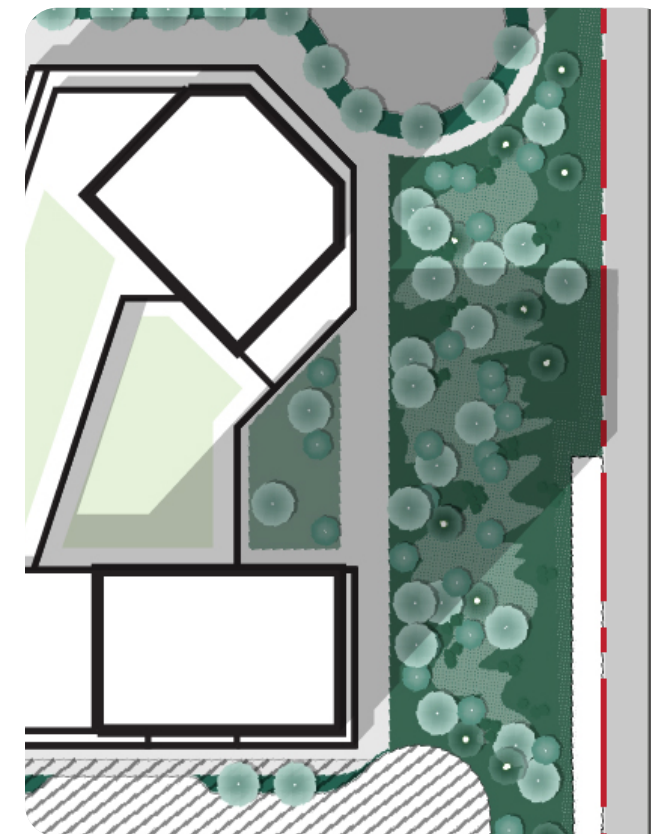


Figure 34: Bio Corridor Anchor Concept Landscape Plan.

- 3.5.24.** Coordinate the design of the Bio Corridor Anchor POPS with the Bio Corridor so the two areas function as a single, continuous space with a consistent design language, and design Bio Corridor Anchor POPS as a lush, landscaped area that supports biodiversity and naturalization.
- 3.5.25.** Incorporate wayfinding within the Bio Corridor Anchor that provides information on the Bio Corridor and the destinations along it.
- 3.5.26.** Design the dry pond within the Bio Corridor Anchor as an integrated landscape feature and usable space, rather than as an isolated stormwater management infrastructure.



Figure 35: Grønningen-Bispeparken dry and during rainfall, respectively, Copenhagen, Denmark (SLA).

3.6 Transit Square

Transit Square surrounds the west entrance to Downsview Park TTC/GO station. As a major point-of-entry into Downsview West and the broader Downsview lands, Transit Square is envisioned as a high-energy setting for vibrant public life. The design of Transit Square should foster a strong sense of place and identity while also balancing the functional need to accommodate transit users arriving to or departing the station or switching between rail and surface modes, with active programming, such as markets, pop-up events, public art installations, and street performers. This space will also play a role in the District's stormwater management system through the inclusion of a dry pond as a multi-functional landscape feature.

- 3.5.27.** Design Transit Square as primarily hardscaped with pockets of soft landscaping to soften the space and provide shade.
- 3.5.28.** Design the east portion of Transit Square to blend with the more natural character of the Bio Corridor, to which it connects at its east edge.
- 3.5.29.** Incorporate amenities and features that enhance the transit experience, such as seating, weather protection, shade structures, waste receptacles, and micro-mobility parking, including parking sized for cargo bikes.
- 3.5.30.** Amenities and design elements within Transit Square (e.g., benches, trees, receptacles, light fixtures, micro-mobility parking), should be located so as not to obstruct circulation. Micro-mobility parking should be located in visible and convenient locations.

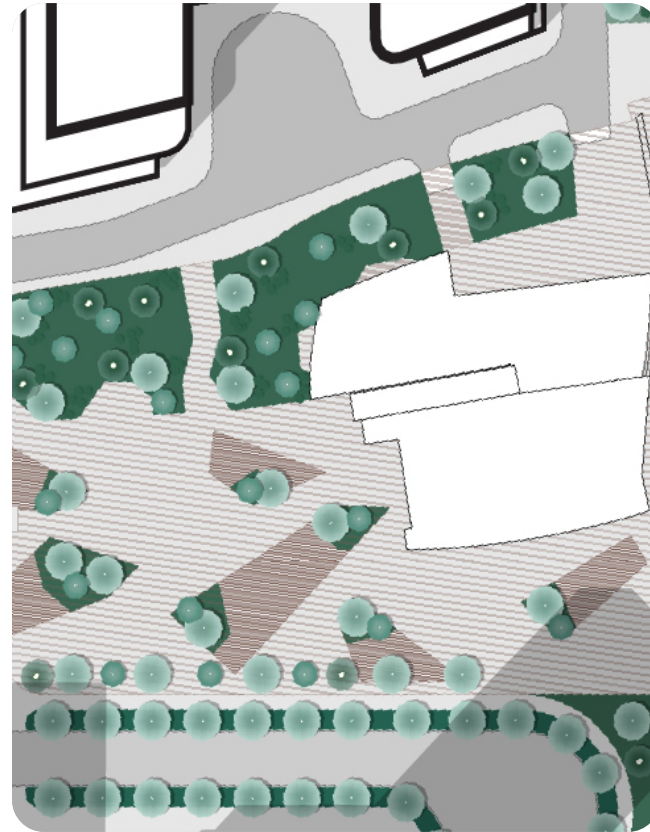


Figure 36: Transit Square Concept Landscape Plan.

- 3.5.31.** Include integrated utilities (e.g., power and water) to support temporary programming in a safe manner.
- 3.5.32.** Include a clear and continuous cycling connection between the public street cycling network and the Bio Corridor. Whether a shared space, dedicated route, or alternative design treatment, prioritize safe, legible, and intuitive cyclist movement.
- 3.5.33.** Incorporate a wayfinding system that directs visitors to key routes and destinations (e.g., Depot North and South, the Bio Corridor, Heart Park, Downsview Park).



Figure 37: Place de la République. Paris, France. (Martha Schwartz Partners + TVK).



Figure 38: Zollhallen Plaza. Freiburg, Germany. (Henning Larsen).



Figure 39: Karen Blixens Plads. Copenhagen, Denmark. (COBE).

3.7 Mid-Block Connections

Mid-block connections are publicly accessible pedestrian routes that provide access through development blocks, improving permeability and creating more direct connections between streets, transit stops, and public realm elements. They help establish natural pedestrian desire lines, support visual connections between blocks, and contribute to a finer-grained, walkable public realm network.

- 3.7.1. Provide mid-block connections with a minimum width of 11 metres to support comfortable pedestrian movement.
- 3.7.2. Design mid-block connections as landscaped spaces that integrate into the broader public realm network and incorporate permeable features to support stormwater management.
- 3.7.3. Design residential mid-block connections with a softer, landscaped character that clearly distinguish pedestrian paths from resident amenity areas.
- 3.7.4. Design commercial mid-block connections with a more urban, hardscaped character.
- 3.7.5. Locate lighting, landscape elements, seating, signage, bicycle parking, and other furnishings to maintain a clear and unobstructed pedestrian path of travel.
- 3.7.6. Incorporate pedestrian-scale lighting, where feasible, to support visibility and safety during evening hours.



Figure 40: Carlsberg Byen District. Copenhagen, Denmark. (Andreas Raun Rosendahl).



Figure 41: 200 Wellington Street, Toronto.

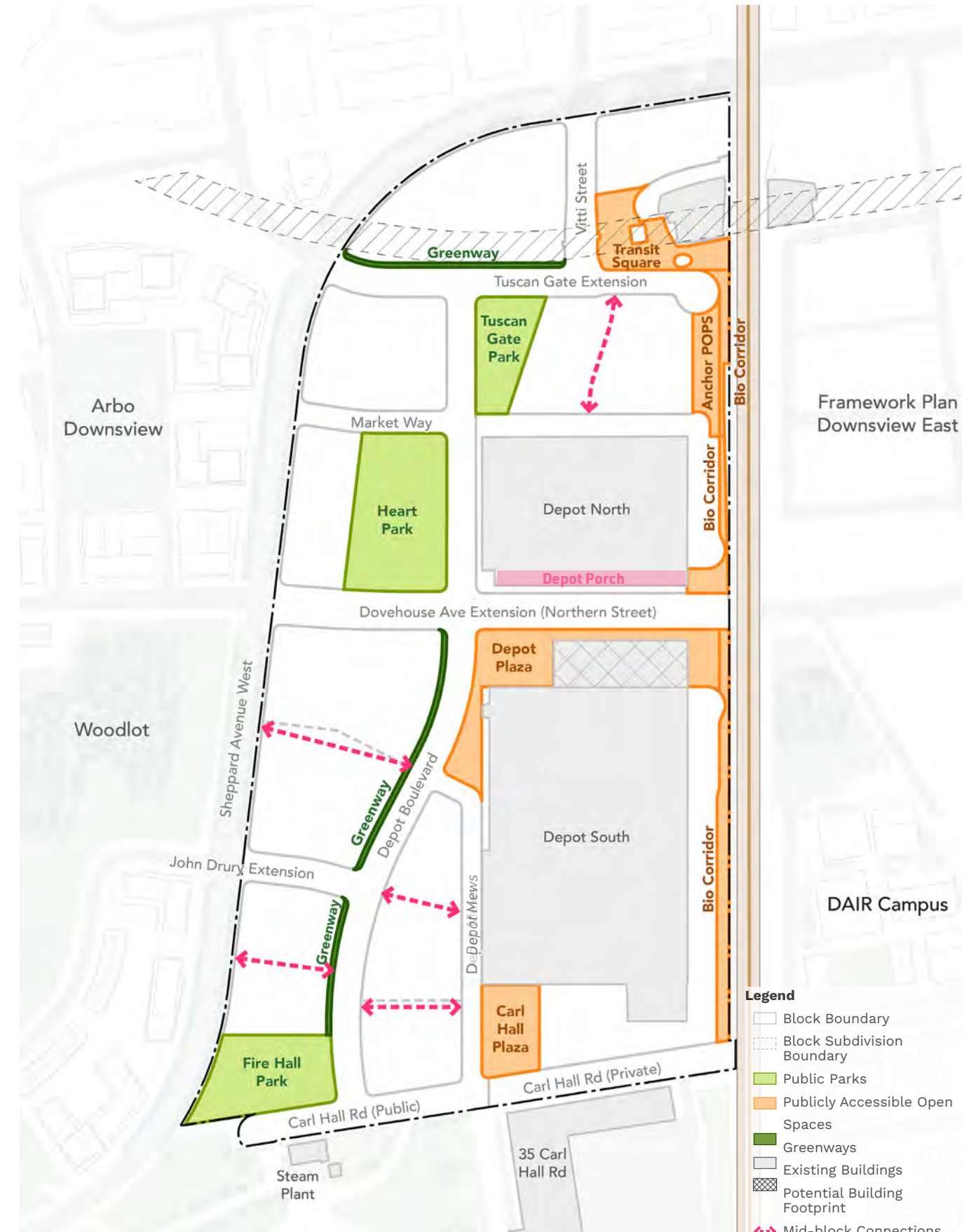


Figure 42: The Public Realm Network.

3.8 Streets

New streets play a fundamental role in structuring the public realm of Downsview West, defining its function and character. Public and private streets are key elements of the public realm and should be designed as a seamless network for public access, regardless of ownership. Together, they establish a fine-grained street network that facilitates mobility and connectivity within the District and to surrounding areas for all users, while also providing access and frontage to appropriately sized development blocks.

In addition to supporting movement and laying the framework for new neighbourhoods, the streets of Downsview West will be designed to function as public spaces to be experienced. Careful consideration for the scale of streets, the design of their cross sections, and the land uses along them will influence their capacity to support placemaking functions.

The streets of Downsview West will also be designed to support sustainability and resilience by contributing to the District's integrated and decentralized stormwater management infrastructure through green infrastructure.

This section provides general guidelines for the design of all streets, followed by specific guidelines for streets that are intended to have a special character.

GUIDELINES

- 3.8.1.** Incorporate landscaping, vegetation, and tree planting within street areas dedicated to stormwater management to support water absorption, expand tree canopy, and enhance microclimatic conditions and public realm comfort.
- 3.8.2.** Maximize the use of permeable surfaces in street design, particularly within boulevard areas.
- 3.8.3.** Open planters with wide continuous soil openings are encouraged where feasible, while soil cells remain an acceptable and common solution in more constrained areas.
- 3.8.4.** Design the northern leg of the intersection of Depot Boulevard and Northern Street to prioritize pedestrians, recognizing its role in facilitating key pedestrian movements between the public-oriented uses in Depot North and the District's largest park. Pedestrian priority should be clearly communicated through intersection design treatments such as a raised intersection, distinctive paving, colour, and other visual cues that slow traffic and reinforce pedestrian movement.

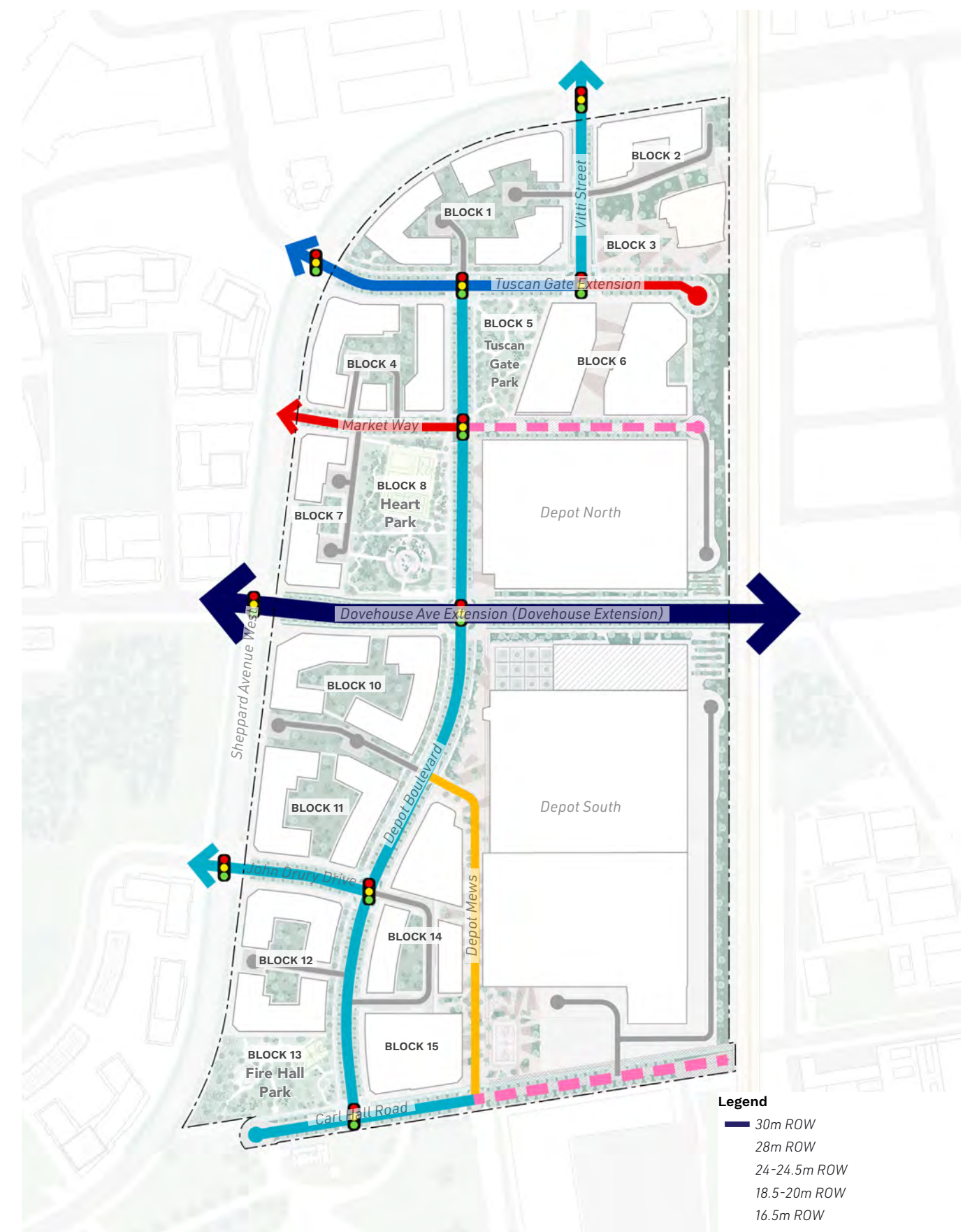


Figure 43: Street Network.

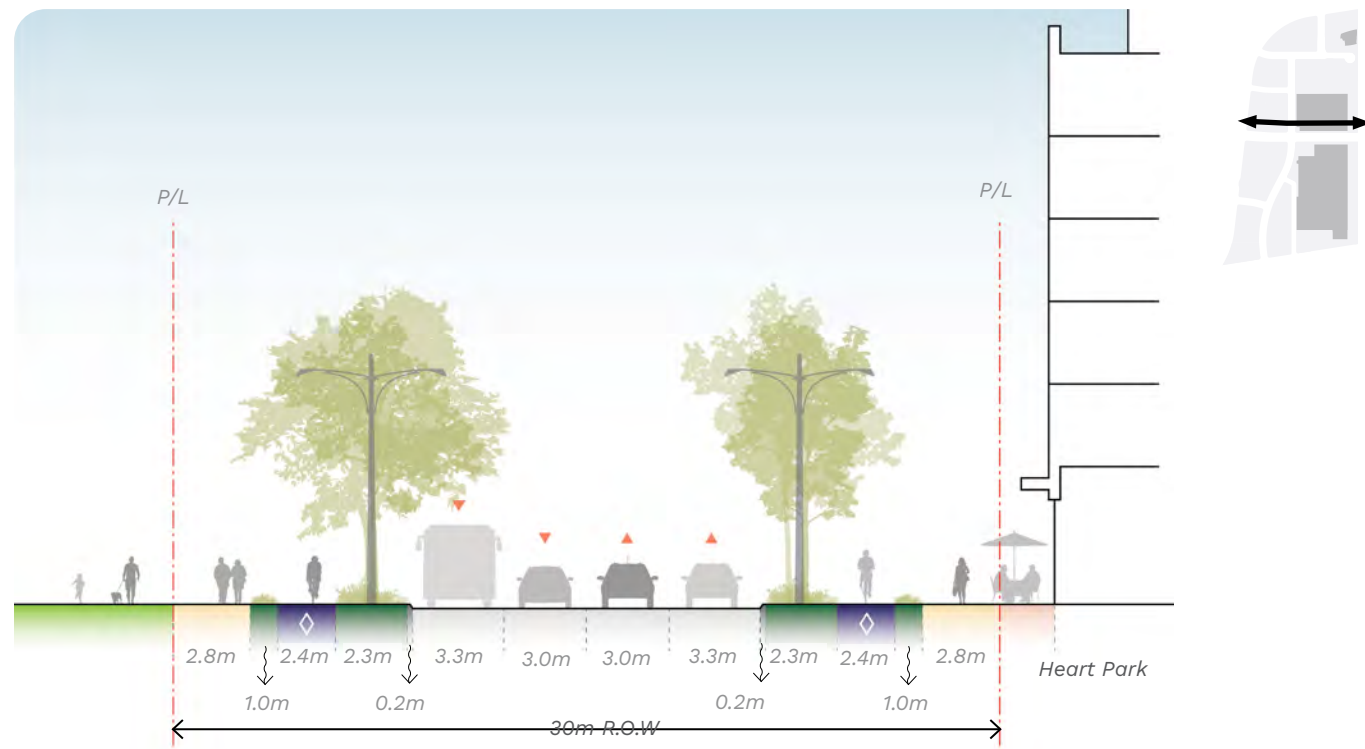


Figure 44: Conceptual Dovehouse Extension Cross Section.

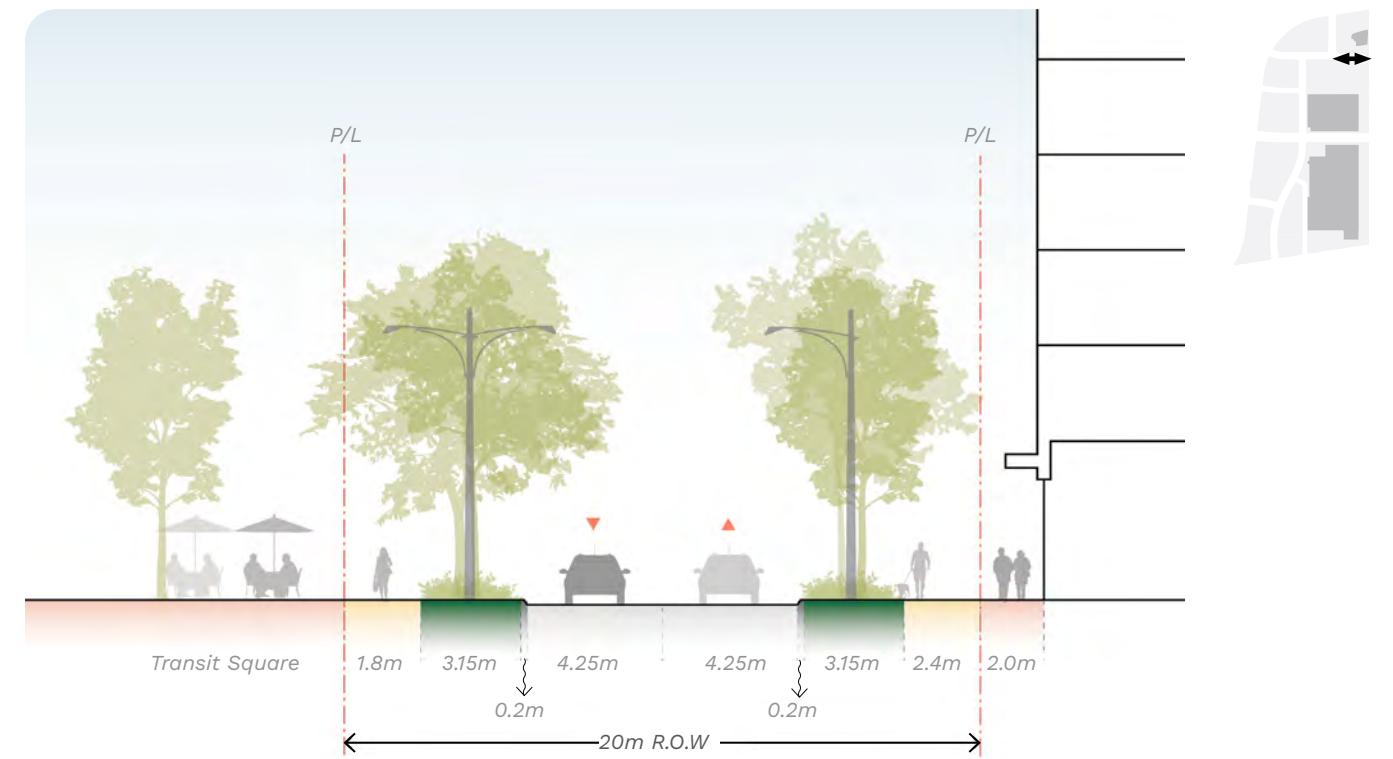


Figure 46: Conceptual Tuscan Gate Extension, East of Vitti Street Cross Section.

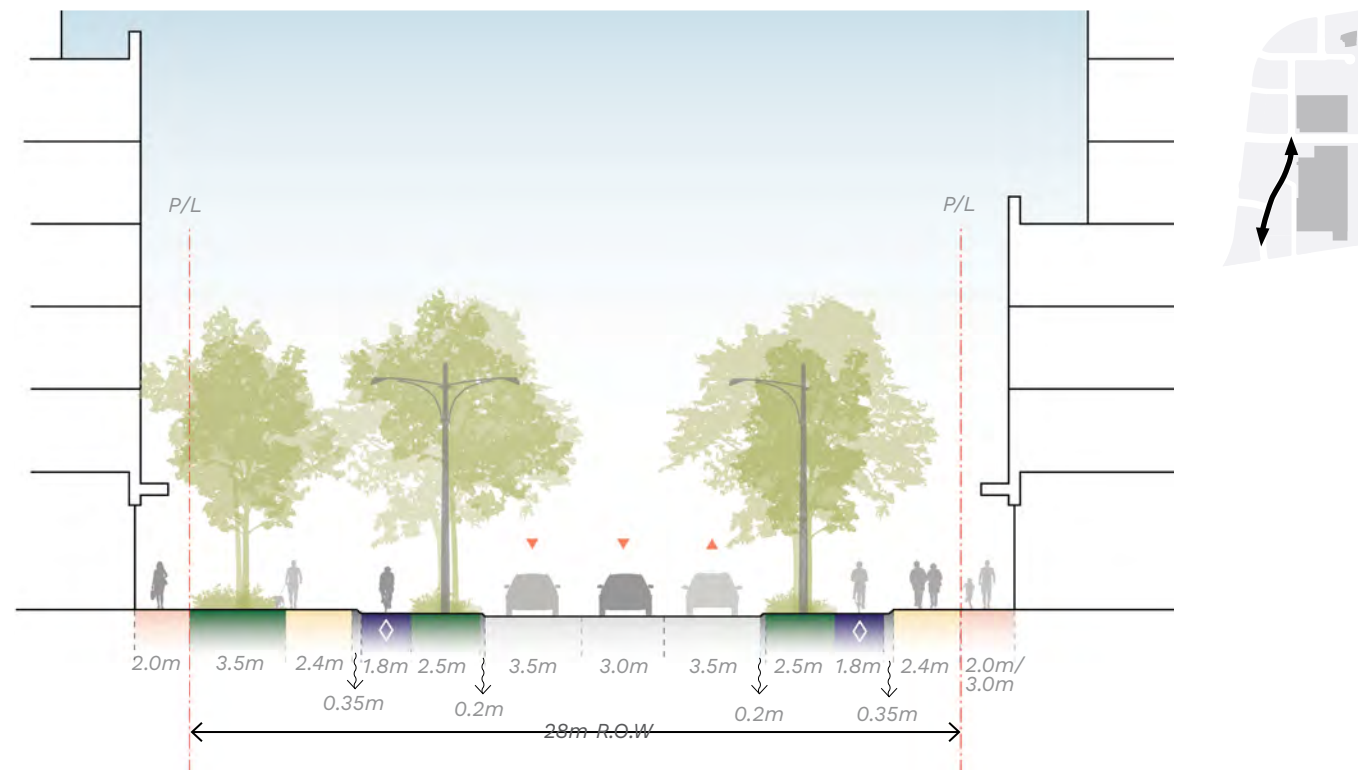


Figure 45: Conceptual Depot Boulevard Cross Section.

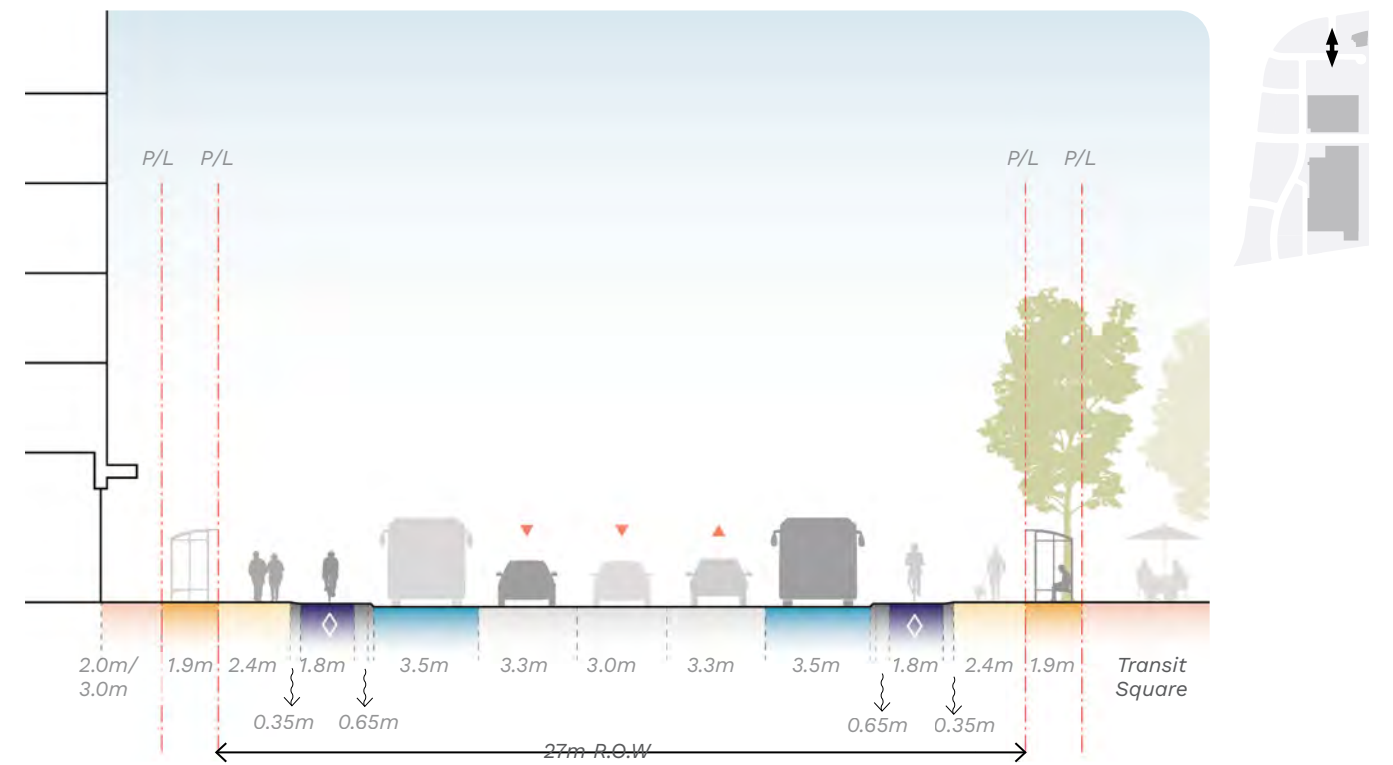


Figure 47: Conceptual Vitti Street Cross Section.

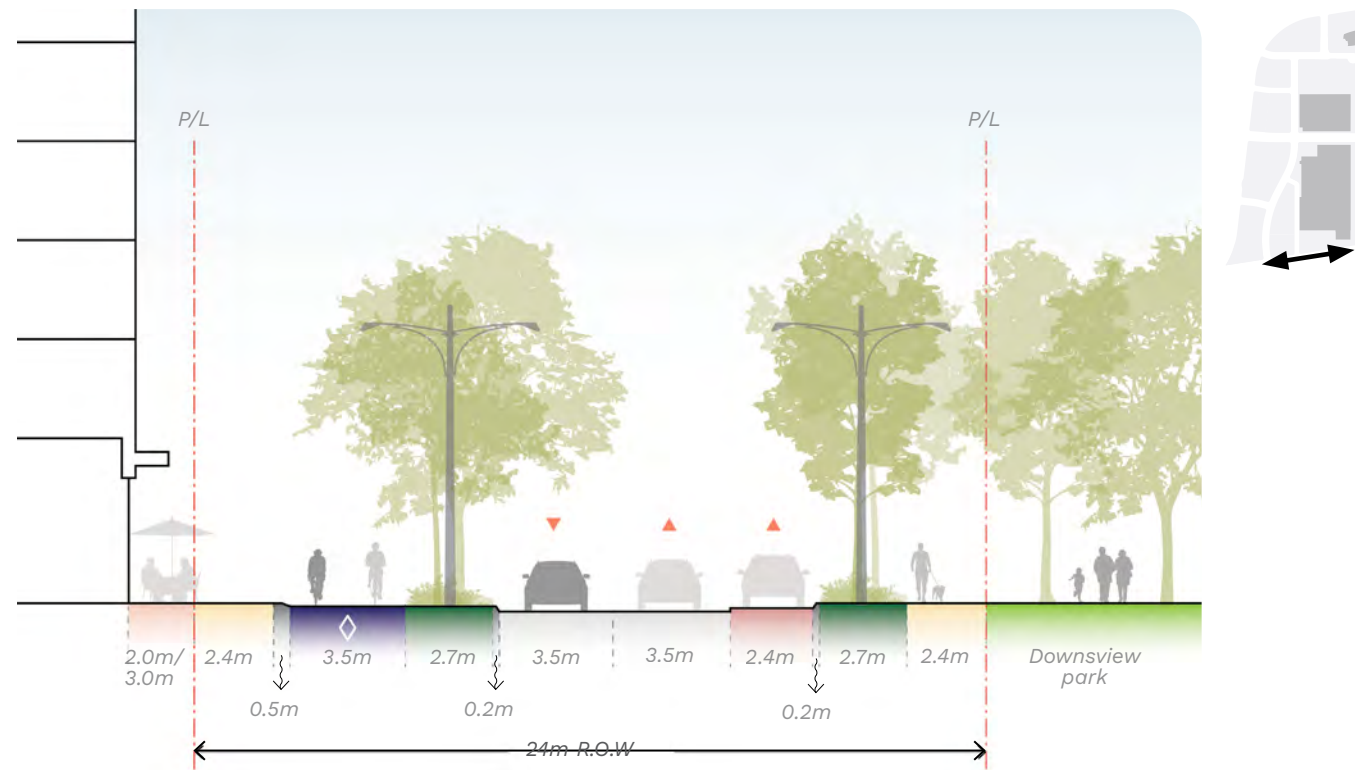


Figure 48: Conceptual Carl Hall Road Cross Section.

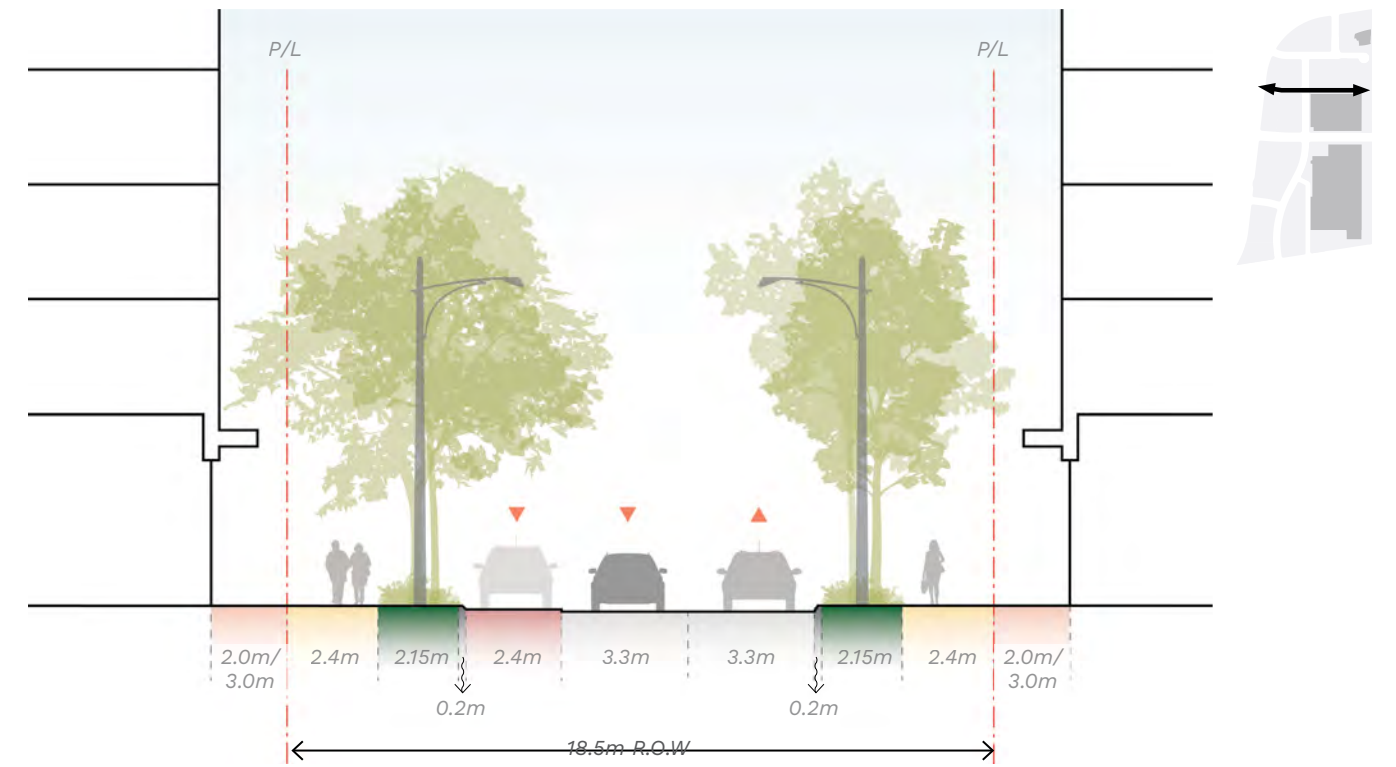


Figure 50: Conceptual Market Way Cross Section.

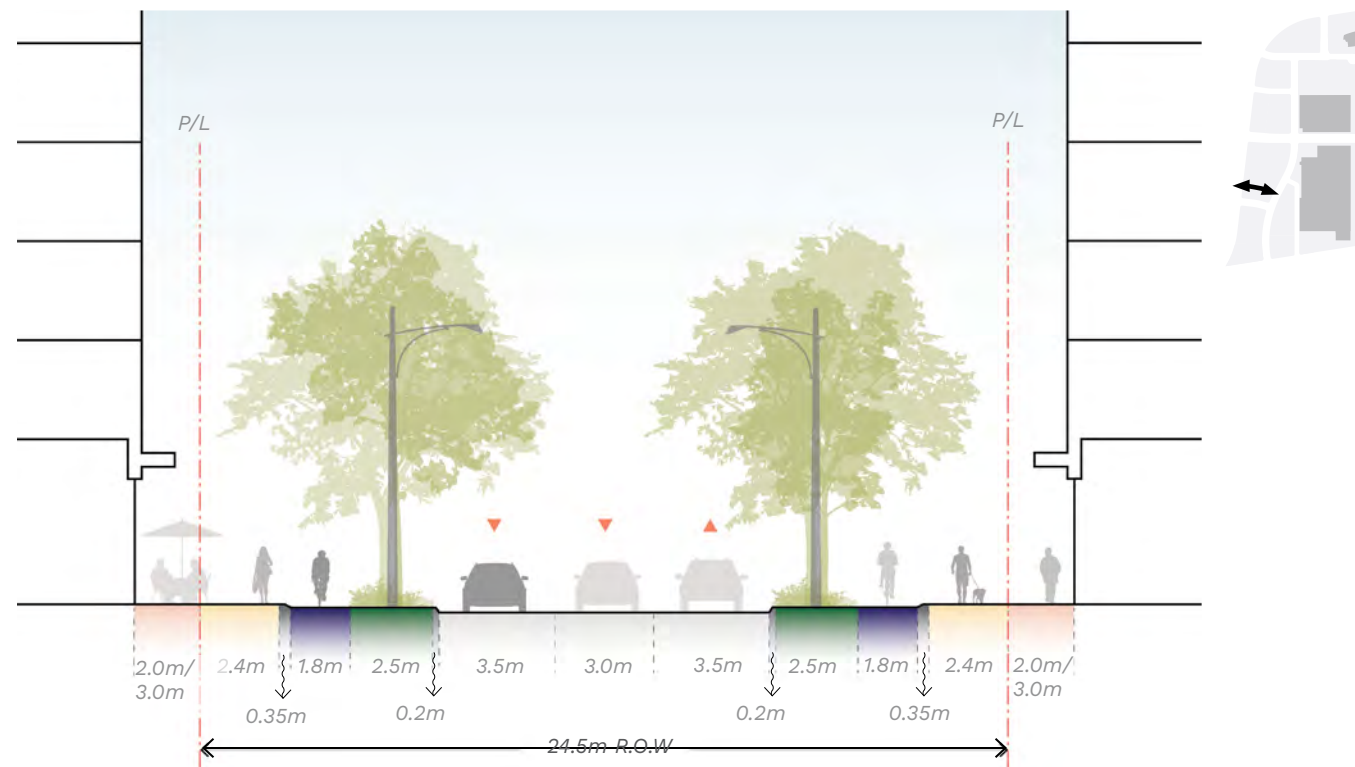


Figure 49: Conceptual John Drury Extension Cross Section.

3.9 Greenways

Greenways within the Downsview West District support a variety of functions, including active mobility, stormwater management, and biodiversity, while contributing to the overall generosity of open space and tree canopy within the District.

The two greenways within Downsview West create special streets on key routes: the west edge of Depot Boulevard connecting Fire Hall Park and Heart Park, and the north edge of the Tuscan Gate Extension. These greenways are extended parts of the adjacent public rights-of-way.

GUIDELINES

- 3.9.1.** Provide greenways with a typical width of 6.25 metres, accommodating either a sidewalk or a cycle path depending on the design of the adjacent street right-of-way.
- 3.9.2.** Design Greenways in conjunction with the adjacent right-of-way to achieve a consistent character and optimize the use of land for landscaping and active mobility.
- 3.9.3.** Locate the sidewalk or cycle track adjacent to the street right-of-way to increase privacy for residential units where a greenway interfaces with a development parcel with at-grade residential units.
- 3.9.4.** Provide benches or seating areas at regular intervals within greenways to support pedestrian comfort.



Figure 51: La Place Franco-Mauresque et ses jardins de Rocaille, Saint-Jean-Cap-Ferrat, France. (La Compagnie du Paysage).

- 3.9.5.** Incorporate green infrastructure such as bioswales and rain gardens to capture and convey overland flows.
- 3.9.6.** Prioritize expanding the tree canopy in the landscaped areas of Greenways and include native planting and soil volumes that support long-term tree growth.

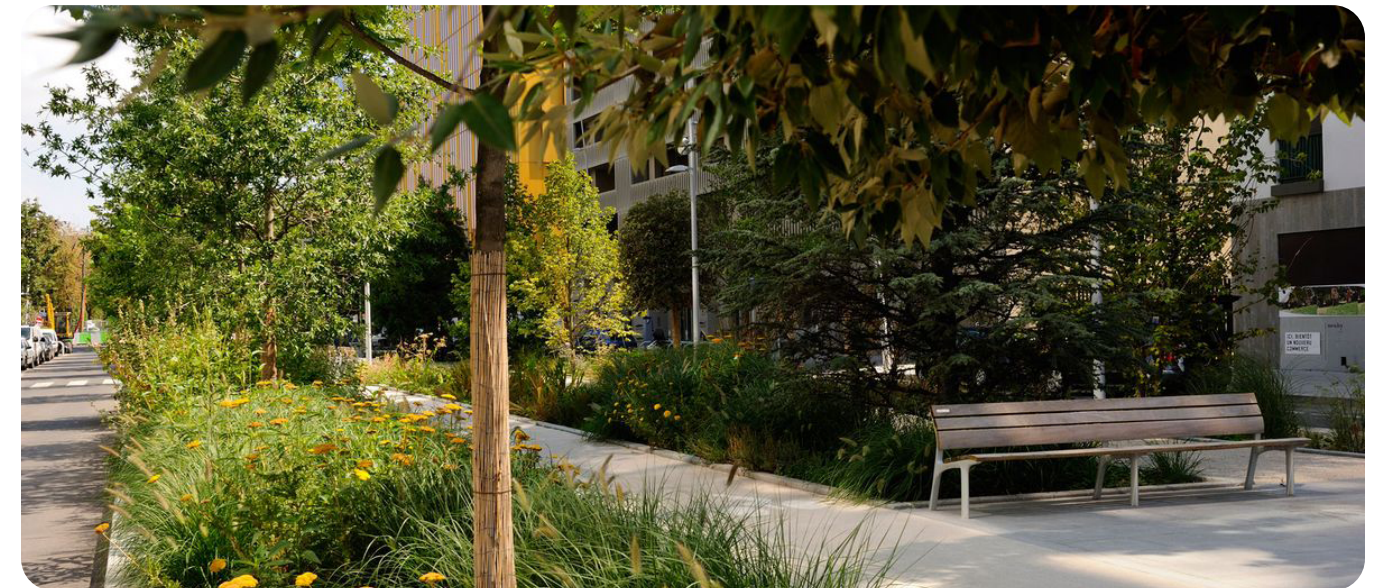


Figure 52: Trapèze, Boulogne-Billancourt, France. (Chavannes & Associes).



Figure 53: Typical Greenway Cross Section when adjacent to a public street.

3.10 Depot Mews

While Depot Mews is a public street, its relatively narrow width and the adjacent Depot South building lend it a distinct character, which is reinforced through a zero lot line condition and lower streetwall on Blocks 14 and 15. Depot Mews is envisioned as a lively commercial street lined with active frontages, including commercial and retail opportunities along the facade of Depot South.

GUIDELINES

3.10.1. Reinforce the unique status of the Depot Mews as a flexible street through design features that blur the distinction between sidewalk and travel lane, while maintaining pedestrian and cyclist safety. This can be implemented by, but not limited to the following:

- a.)** Define the edges of the drive aisle using roll curbs, with bollards provided where needed to support safety and manage vehicle movement.
- b.)** Apply a distinct pavement treatment along the public boulevards and extending to Carl Hall Square as part of the Ancestors' Trail.

- 3.10.2.** Consider opportunities to extend consistent pavement treatment into the Depot "train shed", if opened as an extended pedestrian space.
- 3.10.3.** Use planters or soft landscaping, which may include trees, strategically located where breaks in the building facades along Blocks 14 and 15 allow.
- 3.10.4.** Include infrastructure support for unique lighting such as suspended catenary lights.

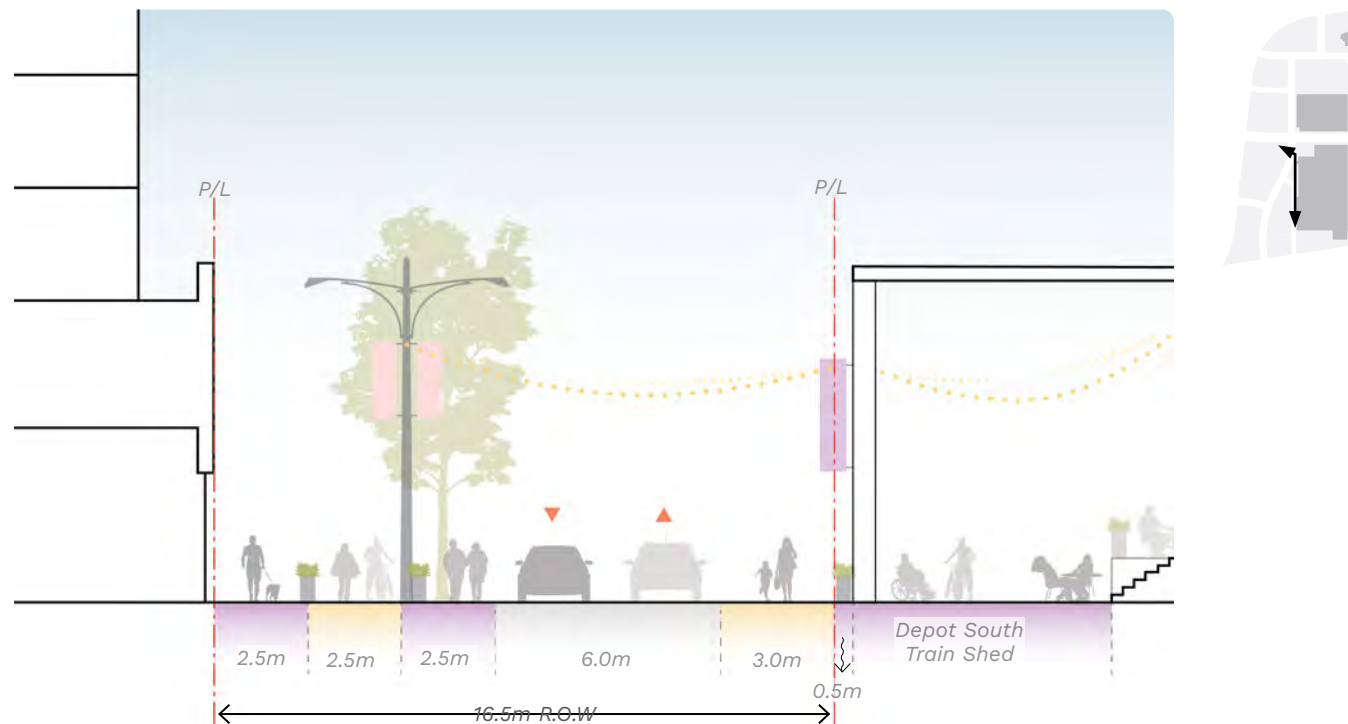


Figure 54: Depot Mews Cross Section.



Conceptual Rendering of the Depot Mews

3.11 Private Development and Development Parcels

While not part of the public realm, the design of open spaces within private development parcels will contribute to the character of Downsview West, support the City Nature objective, and ensure a high quality of life for residents.

GUIDELINES

- 3.11.1.** Design outdoor spaces across private development including setbacks, forecourts, and courtyards, as integral components of the City Nature network, featuring lush planting areas that contribute to ecological connectivity.
- 3.11.2.** Dog amenities should be accommodated within building courtyards and/or rooftop areas where feasible to support resident needs and minimize impacts on the public realm.
- 3.11.3.** Integrate the design of at-grade areas with surrounding open spaces and context to support biodiversity and habitat health.
- 3.11.4.** Courtyard design should reinforce the unique residential typology of the Mews Neighbourhood by providing extensive at-grade planting and private open spaces that strengthen the natural and built heritage connection between the woodlot and the Depot building.
- 3.11.5.** Where vehicular access points are also intended to function as pedestrian-oriented mid-block connections, incorporate “woonerf-style” features to support a safe and expanded pedestrian realm.
- 3.11.6.** Incorporate landscape and planting strategies into development design to support habitat expansion and restoration across multiple building levels, including the provision of adequate soil volumes to support healthy tree growth and expansion of the urban tree canopy.
- 3.11.7.** Where the Depot Cut creates an elevated frontage condition along the south side of Depot North, explore opportunities to provide a “porch” space that can function as an outdoor spill-out area for Depot patrons. Pedestrian connections between the Depot North frontage and the adjacent Dovehouse Extension is encouraged, where feasible, to support pedestrian accessibility.



Figure 55: Ratna Lane, Regent Park, Toronto, ON.



Figure 56: Streatham Hill, London, England.



Conceptual Rendering of Fire Hall Park

4.0

Built Form

- 4.1 Designing the Microclimatic Comfort
- 4.2 Sculpting the Skyline and Encouraging Built Form Diversity
- 4.3 Views and Vistas
- 4.4 Active Edges
- 4.5 Materiality
- 4.6 Sheppard Grading Considerations
- 4.7 Framing the Depot
- 4.8 Public Art



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

The built form in Downsview West is shaped by its role as a transit-oriented district anchored by the Downsview Park TTC and GO stations, and by a series of defining contextual elements including the historic Depot Building, the emerging network of public streets, and a system of new and existing open spaces.

Within this context, the distribution of built form is organized to reinforce transit accessibility and to frame a connected open space network. Taller buildings are generally concentrated in proximity to the transit station to define the transit core and contribute to the District's skyline presence. Additional height is located at main corners, where they anchor view corridors.

The remainder of the development will be of a mid-rise form to create comfortable residential neighbourhoods.

At all scales, built form should contribute to a high-quality public realm by defining streets and open spaces, minimizing shadow and wind impacts, and supporting active at-grade uses. Individual buildings should promote architectural quality and visual interest while reinforcing a human-scaled character across the District.

The purpose of the Downsview West Urban Design Guidelines is not to restate existing City-wide policy direction and those of the Downsview UDGs, but to refine and apply that direction in response to the specific conditions and opportunities of the District.

In alignment with the broader Downsview planning framework, the following guidelines address key built form elements within Downsview West.



Conceptual Rendering of Fire Hall Park

4.1 Designing for the Microclimatic Comfort

The intent of this section is to provide general guidance, at the scale of the District, regarding how built form can support a comfortable, year-round microclimate. Careful attention to sunlight access, wind conditions, and thermal comfort are essential to ensuring that streets, open spaces, and pedestrian routes are inviting and usable throughout the year. Microclimatic strategies should be integrated early in the design process and coordinated with built form massing, height, and public realm design.

GUIDELINES

4.1.1. Sculpt the built form massing to protect sunlight access. Minimize adverse wind impacts, and support comfortable pedestrian environments year-round, including along streets, within courtyards, and across other open spaces. Particularly:

- a.)** Along the Depot Mews, sculpt the built form massing to protect sunlight access at the heart of the District and support comfortable pedestrian environments during the shoulder seasons.
- b.)** Specific architectural and massing interventions may be required to address wind conditions on Blocks 1 and 2, such as setbacks and stepbacks, articulation and



Figure 57: Nordø and Porten (Henning Larsen).

shaping of building corners, in response to prevailing winds, and the incorporation of sheltered at-grade elements such as canopies, awnings, or colonnades.

4.1.2. Design built form and public realm elements adjacent to the Major Park, in particular tall buildings on Block 7, 10, and 11, to support sunlight access and provide comfortable microclimates year-round, consistent with Major Park Secondary Plan policies. Building massing, height transitions, orientation, and landscape design should be coordinated to enhance comfort and usability of the Major Park.

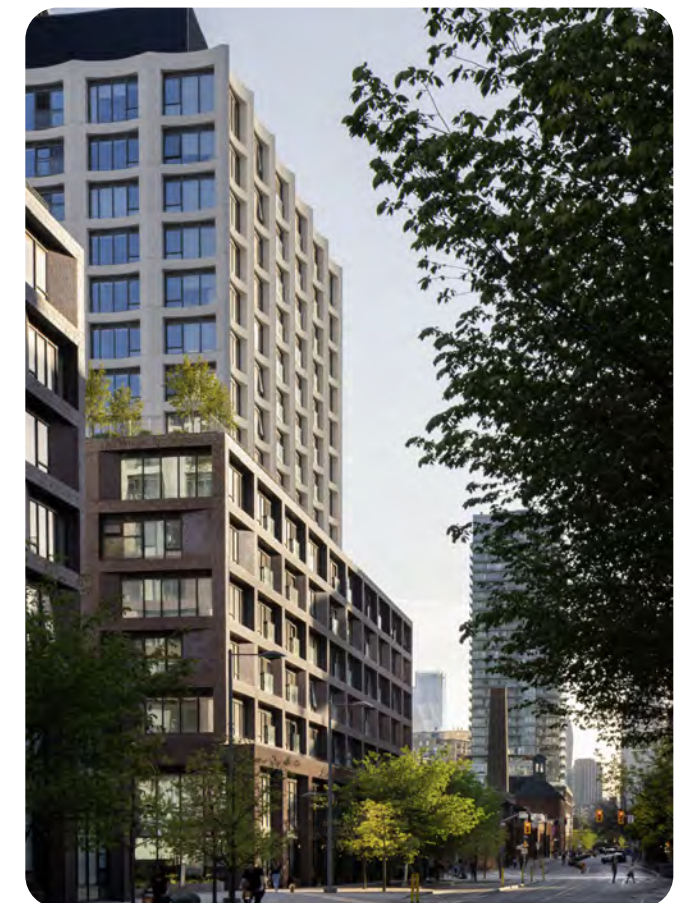


Figure 58: Maple House at Canary Landing (Cobe).

4.2 Sculpting the Skyline and Encouraging Built Form Diversity

The intent of this section is to provide guidance, at the scale of the District, on the distribution, location, and design of taller and distinctive built form typologies, including landmark buildings. Landmark buildings are visually prominent buildings or building elements that help support wayfinding, reinforce district identity, and mark key destinations and public spaces.

Building heights and forms will vary across the District, with taller buildings generally located near higher-order transit, key intersections, and gateways to support wayfinding, reinforce district identity, and mark important public spaces. Building heights transition to mid-rise forms toward the Depot Building and Downsvew Park to respond to context and support a cohesive and legible urban structure.

GUIDELINES

- 4.2.1.** Design landmark buildings to be visually distinctive through massing, height, architectural expression, or materiality, while remaining compatible with the overall character of the District.
- 4.2.2.** Landmark buildings should reinforce wayfinding by marking key destinations and orientation points within the district and along the skyline.
- 4.2.3.** Encourage the placement of taller and/or distinctive buildings at key locations, as identified on the Landmark Tower Elements Map, to support built form diversity, architectural emphasis, and wayfinding. These elements should provide relative height and/or visual prominence within their immediate context, while taking into consideration sun/shadow and

wind impacts.

- 4.2.4.** Landmark buildings located adjacent to parks should be designed to frame park edges and entrances and maintain a comfortable pedestrian scale podium and active interface at grade.
- 4.2.5.** Landmark buildings located adjacent to higher-order transit stations should function as clear markers of arrival through visibility from key approach routes, architectural expression, and massing that reinforces the station's role as a primary gateway to the District.
- 4.2.6.** Landmark buildings located adjacent to the Depot should be designed to frame and reinforce the Depot as a primary civic landmark, through a lower-scaled and articulated base, sensitive height transitions, and massing that maintains views to and along the Depot. Architectural expression should complement the Depot's industrial character through materiality.
- 4.2.7.** Where it serves to support modern methods of construction, affordability, larger unit sizes, and building efficiency, tall buildings of 20 storeys or more may have floorplates that exceed typical guidance, provided adverse impacts on privacy, pedestrian comfort, shadow, and wind are minimized or appropriately addressed.

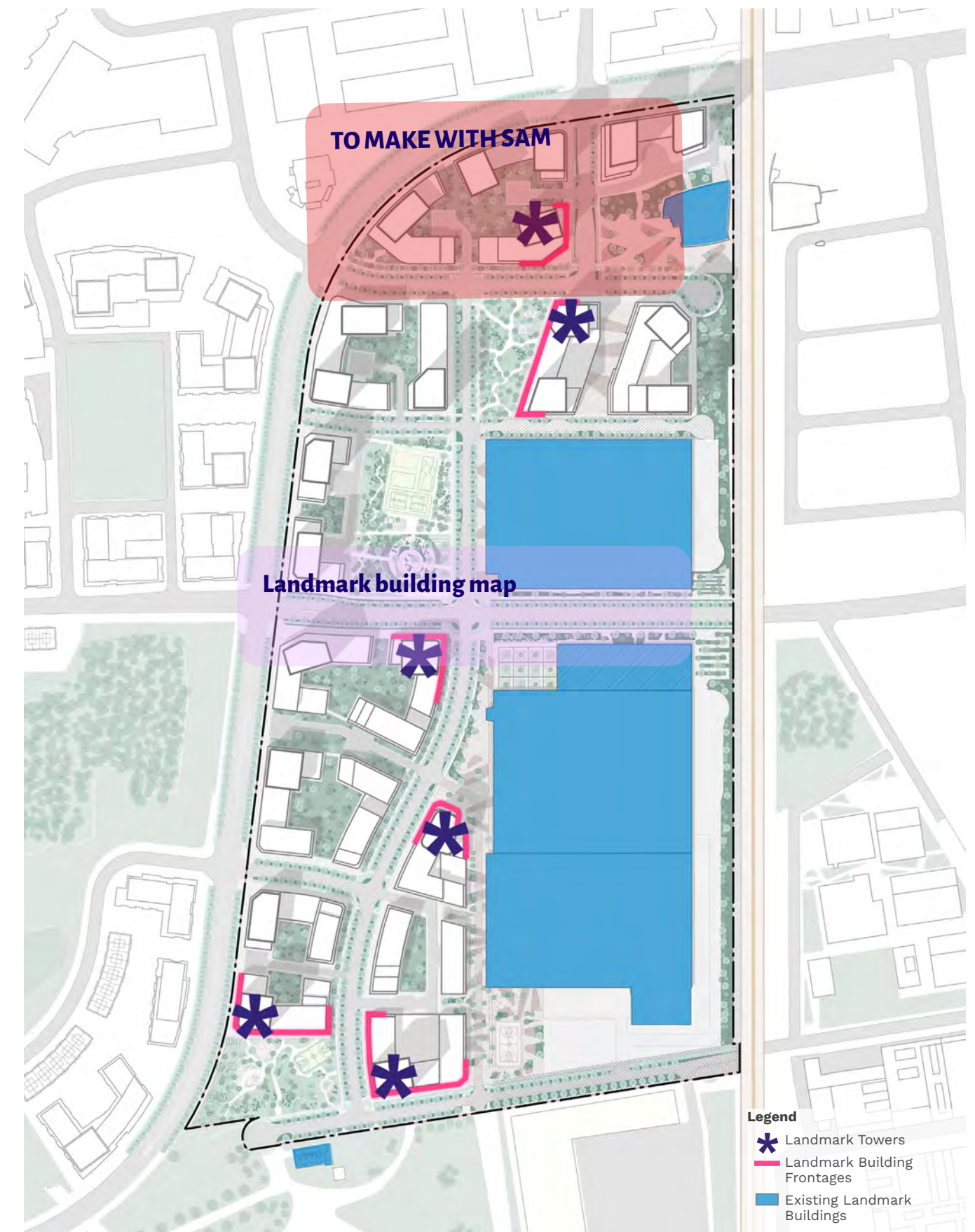


Figure 59: Landmark Tower Elements Map.

4.3 Views and Vistas

The intent of this section is to guide the establishment of a clear network of views and vistas that support wayfinding, reinforce district identity, and highlight significant landmarks, heritage features, and public open spaces.

GUIDELINES

4.3.1. Protect and enhance key public views and vistas identified on the Key Views Map, including views toward the Depot Building and the Steam Plant from streets, open spaces, and mid-block pedestrian connections. Building and landscape elements should be located and massed to avoid obstructing these views.

4.3.2. Buildings flanking the Depot Mews should be massed and articulated to frame views toward the Depot Building, including through façade articulation that visually emphasize the Depot Building as a landmark at the terminus of the view.

4.3.3. Design mid-block pedestrian connections on Block 7, 10, 11, 14, and 15 to provide clear visual connections to the Depot Building and adjacent open spaces.

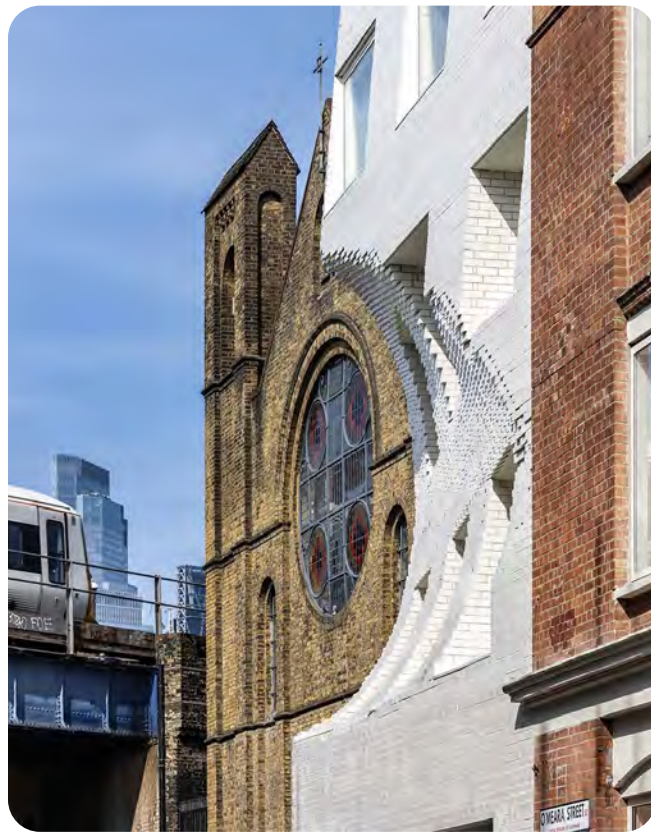


Figure 60: Office building with a conical cut-out facade to support views to an adjacent church in Southwark, London, UK.

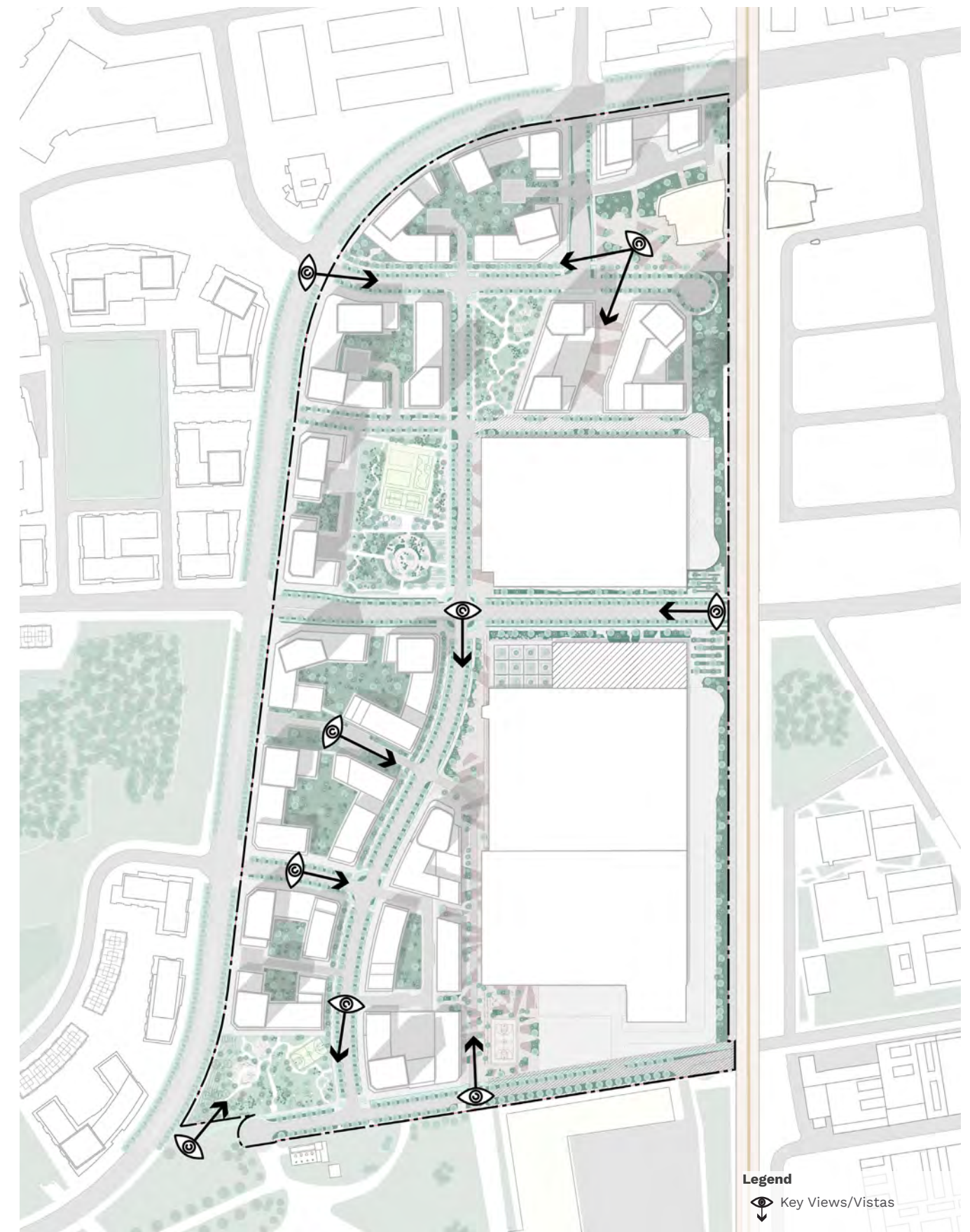


Figure 61: Key views in Downsview West District.

4.4 Active Edges

The intent of this section is to provide guidance for the design and location of active frontages that animate the public realm, enhance safety, and support a vibrant pedestrian experience throughout the Downsview West District. While required priority active edges are identified in the Zoning By-law, this guidance also applies to any additional active edges identified on blocks as more detailed designs come forward.

GUIDELINES

- 4.4.1.** Provide active, publicly accessible uses at grade along identified active edges, including retail, food and beverage, and community spaces, with a high degree of transparency. Design these uses to directly address the street and contribute to a lively pedestrian environment throughout the day and evening.
- 4.4.2.** Prioritize market-related, food and beverage, community-oriented, and cultural uses at grade along active edges at Depot North, incorporating frequent entrances and spill-out opportunities that animate adjacent streets and open spaces.
- 4.4.3.** Design active edges along portions of the Block 6 mid-block connection to support and accommodate spill-out activity from Depot North, incorporating small-scale commercial or community uses that can accommodate temporary uses, seating, and outdoor display associated with both events and day-to-day animation.
- 4.4.4.** Incorporate a mix of active, publicly accessible uses at grade along park-facing frontages, such as retail, cafés, community spaces, and live-work units, to directly support park use. Design these uses to

address adjacent parks through entrances, patios or spill-out areas, and a high degree of transparency.

- 4.4.5.** Provide opportunities to activate the façade of the Depot along Depot Mews with commercial and retail opportunities. Take advantage of the "train shed" to support extending the public realm and navigate grade change to the Depot finished floor level.



Figure 62: Smoky District. Raleigh, North Carolina (Landezine).



Figure 63: Market Street. Toronto, ON. (dtah).

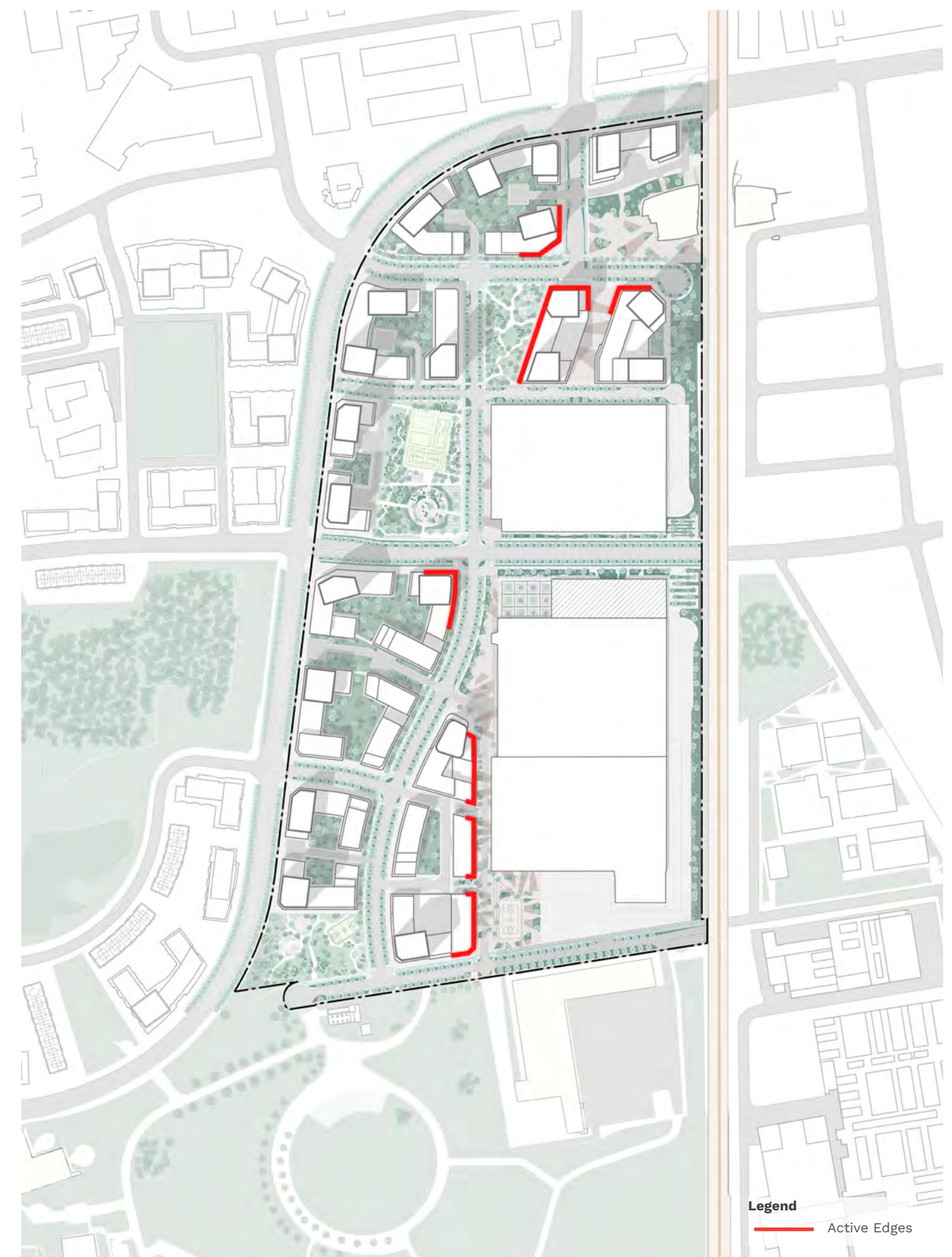


Figure 64: Priority Active Edges in Downsview West District.

4.5 Materiality

The intent of this section is to encourage high-quality design that contributes to the identity of the Downsview West District and responds to the objectives of these Urban Design Guidelines.

GUIDELINES

- 4.5.1.** Buildings are encouraged to demonstrate a high standard of architectural design and contribute positively to the public realm and skyline of the district.
- 4.5.2.** Architectural expression are encouraged to clearly differentiate between podium and tower elements through variations in massing, articulation, and materiality.
- 4.5.3.** Building materials and façade design are encouraged to be durable, high-quality, and thoughtfully composed to add visual interest and depth, particularly at street level and along key public spaces.
- 4.5.4.** The architectural expression and materiality of new buildings fronting the Depot are encouraged to complement and, where appropriate, reinforce the industrial



Figure 65: Industrial Character around the Depot, Manchester, England (ArchDaily).

heritage character of the District.

- 4.5.5.** Encourage the use of low embodied carbon materials in the design and construction of buildings.
- 4.5.6.** Street-facing façades should be designed to support safety through the use of lighting, glazing, and other transparent materials.
- 4.5.7.** Material selection is encouraged to respond to the varying character of the District while maintaining a cohesive identity through the use of warm tones and brick or masonry. North of Dovehouse Extension, buildings are encouraged to express a more urban, high-rise character through larger-format cladding, higher proportions of glazing, and metal or structural elements. Masonry is encouraged to be used in a contemporary manner, such as at podiums or as façade elements. South of Dovehouse Extension, buildings are encouraged to reflect a more residential, mid-rise character through finer-grained masonry, detailed articulation, and a stronger emphasis on texture and human scale.



Figure 66: Architectural expression between podium and tower. Maple House, Canary Landing, Toronto, ON (City of Toronto).

4.6 Sheppard Grading Considerations

The intent of this section is to provide guidance on responding to significant changes in grade along Sheppard Avenue West to ensure buildings, streets, and open spaces provide appropriate, safe, and active frontages.

GUIDELINES

- 4.6.1.** Development along the Sheppard Avenue West frontage should respond to grade changes in a manner that maintains a strong relationship between buildings and the public realm.
- 4.6.2.** Building design should consider the use of a combination of setbacks, stepped massing, terracing, and grade-related building entries to address changes in grade and provide accessible and legible frontages.
- 4.6.3.** Particular attention should be given to Blocks 2 and 12, where grade changes are most pronounced, to ensure that building entrances, ground-floor uses, and pedestrian connections are well integrated with adjacent sidewalks and open spaces.
- 4.6.4.** Staircases and ramps may be used to manage grade changes and should be

designed as integrated architectural and landscape features that contribute to safety, accessibility, and visual interest.

- 4.6.5.** Residential frontages along Sheppard Avenue West should be designed to provide appropriate transitions between private and public space, including raised entrances, and landscaped buffers.
- 4.6.6.** Portions of below-grade parking levels (P1) may be used to accommodate grade changes, provided that exposed conditions are appropriately screened, animated, and integrated into the overall building and streetscape design.

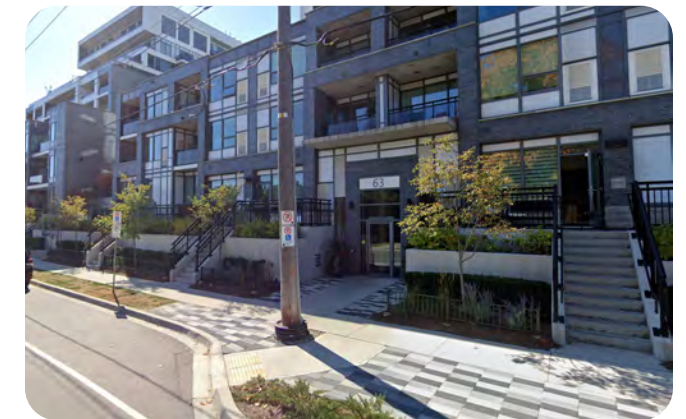


Figure 67: Metalworks Condos, Guelph, Ontario.



Figure 68: 1091 Leslie Street, Toronto.

4.7 Framing the Depot

The intent of this section is to provide direction on how new development and public realm spaces adjacent to the Depot Building could be designed to respect, complement, and activate this heritage asset.

The Depot is integral to Downsview's military history and is a defining landmark in Downsview West. Its adaptive reuse and integration within Downsview West is essential to preserving local identity and enriching the community's sense of place.

GUIDELINES

- 4.7.1.** Align podium heights and base building heights adjacent to the Depot with the perceived height of the Depot to establish a consistent datum and reinforce a human-scale relationship with the public realm.
- 4.7.2.** Require upper storeys of new development adjacent to the Depot to be stepped back from the podium or base building, ensuring the Depot remains visually prominent.
- 4.7.3.** Use setbacks and stepbacks to frame and preserve key views of the Depot.
- 4.7.4.** Ensure ground floor uses adjacent to the Depot support active edges.
- 4.7.5.** The materiality of buildings adjacent to the Depot is encouraged to reflect and draw attention to the Depot's iconic industrial features.

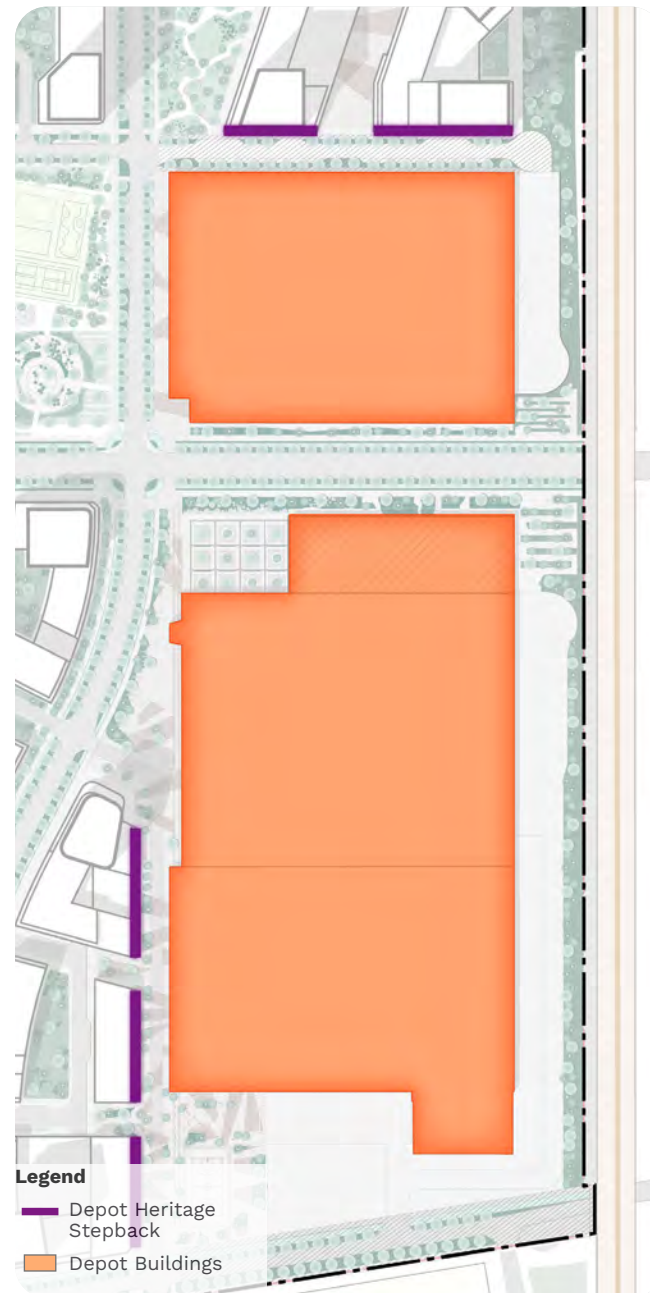


Figure 69: Framing the Depot: Massing Relationships.

4.8 Public Art

The intent of this section is to provide direction on how public art can contribute to the identity, cultural expression, and public life of Downsview West through the integration of art within parks, open spaces, streetscapes, infrastructure, and the adaptive reuse of the Depot Building. Public art is envisioned as a defining component of the public realm that reflects the site's layered histories, supports Indigenous placekeeping and ongoing relationships to land, acknowledges ecological systems, and responds to its evolving mixed-use character.

As outlined in the Downsview West District Public Art Plan, public art opportunities are intended to support vibrant, inclusive, and highly visible spaces that foster community gathering, cultural exchange, and creative expression. This includes creating opportunities for a diverse range of artists and communities, including Indigenous, Black, and other equity-deserving artists, to meaningfully participate in shaping the public realm. Particular emphasis is placed on integrating public art within key public destinations, including the Depot, Heart Park, the Ancestor's Trail, Transit Square, and the Mews neighbourhood.

GUIDELINES

- 4.8.1.** Development should incorporate opportunities for public art in coordination with the Downsview West District Public Art Plan, including potential integration within parks, open spaces, streetscapes, infrastructure, and the Depot Building.



Figure 70: Downsview West District Public Art Plan.

Image Credits

Figure	Description	Source	Figure	Description	Source
8	Alderville First Nation Commemorative Art Piece, Kingston Ontario	Trophic Design	40	Elevated space on west side of St. Lawrence Market.	Historic Toronto
9	Council Fire Powwow at Nathan Philips Square	City of Toronto	41	200 Wellington St Mid-block Connection, Toronto	Google Maps
10	Tumbling Bay Playground by LUC, Queen Elizabeth Olympic Park, Stratford, London, UK	Lila	51	La Place Franco-Mauresque et ses jardins de Rocaille, Saint-Jean-Cap-Ferrat, France.	La Compagnie du Paysage
11	Market Tree, Trillium Park, Toronto	Ontario Place	52	Trapèze, Boulogne-Billancourt, France.	Chavannes & Associates
13.1	Quilled Basket	Trophic Design	57	Nordø and Porten	Henning Larsen
13.2	Haudenosaunee and Anishinabe Treaty (circa 1142, and again in 1701).	Indigenous Workways	58	Maple House at Canary Landing	Cobe
14.1	Mural by Debra Sparrow	Vancouver Mural Festival	59	Office building with a conical cut-out facade to support views to an adjacent church in Southwark, London, UK.	ArchDaily
14.2	Bentway Staging Grounds installation by Logan Macdonald	Animalsstatue.com	62	Smoky District. Raleigh, North Carolina	Landezine
14.3	Life size bronze dancing crane sculptures.	Centennial College	63	Market Street. Toronto, ON	dtah
15.1, 15.2	Cultural Markers, Humber College, Toronto	Brook/McIlroy	65	Industrial Character around the Depot, Manchester, England	ArchDaily
16	Stanley Greene Park, Toronto	FORREC	66	Architectural expression between podium and tower. Maple House, Canary Landing, Toronto, ON	City of Toronto
18	Grand Mall Park. Yokohama, Japan	Koji Okumura	67	Metalworks Condos, Guelph, Ontario.	Google Maps
19	Alfred Place Gardens. London, UK.	LDA Design	68	1091 Leslie Street, Toronto	Google Maps
20	Ponderosa Commons. University of British Columbia, Vancouver, BC	Hapa Collaborative			
21	The Spirit Catcher by Ron Baird. Barrie, ON	Tripadvisor			
22	East-London Campus of University of The Arts London, UK	Urban Strategies Inc.			
23	Planters for FredericaC Project, Denmark.	WLA			
25	Sheguiandah First Nation Community Court. Manitoulin Island, ON.	ERA Architects			
26	Granary Square. King's Cross, London, UK	Del Rio Bani			
27	Superblock of Sant Antoni. Barcelona, Spain.	Del Rio Bani			
28	The 606 Elevated Trail, Chicago	Choose Chicago			
29	West Toronto Railpath, Toronto	CSLA			
31	Craft Urban Ramp, Creil, France.	Espace Libre			
35	Grønningen-Bispeparken dry and during rainfall, Copenhagen, Denmark	SLA			
37	Place de la République. Paris, France.	Martha Schwartz Partners + TVK			
38	Zollhallen Plaza. Freiburg, Germany.	Henning Larsen			
39	Karen Blixens Plads. Copenhagen, Denmark.	COBE			

